

THE Hongkong Weekly Press

AND

China Overland Trade Report.

VOL. LXIV.]

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BIRTHS.

On October 4th, at Kowloon, the wife of JOHN A. PLUMMER, of a son.
On October 9th, at Shanghai, to GERTRUDE and HENRY BINGHAM, a son.
On October 9th, at Shanghai, the wife of F. W. ROLAND, Imperial Maritime Customs, of a son.
On September 28th, at Shanghai, the wife of R. BERNER, of a son.
On September 29th, at Shanghai, the wife of J. M. E. PEREIRA, of a son.
On September 30th, at Shanghai, to Mr. J. and Mrs. CH. JEDLIKA, a daughter.

DEATHS.

On October 4th, at Shanghai, GEORGE DAVID SCOTT, of Shanghai, aged 51 years.
On September 29th, at Shanghai, the infant daughter of Mr. and Mrs. HARE.

Hongkong Weekly Press.

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ARRIVAL OF MAILS.

The German Mail of September 11th arrived, per the ss. *Prinzess Alice*, on Monday, the 8th instant; and the French Mail of Sept. 14th arrived, per the ss. *Australien*, to-day.

A Tientsin comprador is said to have failed for Tls. 190,000, embarrassing four foreign firms.

The Court at Peking has decided to adopt a uniform system of weights and measures for the whole Chinese Empire.

The notorious brigand Vah Ka-der, who has terrorised the Shanghai district for years, has been captured near Hangchow.

The rice famine in the Yangtze valley seems to be even more serious than many previous bad ones. Many deaths are attributed to starvation.

The Pacific Mail S.S. Co. now take up their passengers and mails to Shanghai from Woosung by special train. They inaugurated this practice on Sept. 29th.

Lieut.-Col. J. H. A. Anderson, of the 3rd Manchester now in the Transvaal, will take command of the Legation Guard at Peking when his battalion is disbanded shortly.

H.E. the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Mr. J.W. Hartley, M.B. to be a temporary assistant surgeon in the Medical Department.

It is notified in the *Gazette* that subject to His Majesty's pleasure, H.E. the Governor has appointed Mr. F.J. Badeley, Captain Superintendent of Police, to be provisionally an official member of the Legislative Council.

According to the *Nichi Nichi* the Yokohama authorities have decided to repay at once the amount of the house tax on foreigners in accordance with the award of the Hague Tribunal; the sum is about Yen 100,000.

We are informed by Messrs. Melchers and Co. that the s.s. *Kitai* which sailed from here on the 24th September, has arrived at Singapore on the 5th instant with damage to machinery. The Company have no details but doubtless the vessel encountered bad weather.

The late Marine Biologist to the Ceylon Government recommended the dipping of native fishing nets in a solution of some copper compound, both to preserve them and to attract the fish. The experiment has taken on with the natives and appears to be a success.

Bishop Moule at Shanghai said from the pulpit that the Hongkong typhoon need not necessarily be described as "an act of God." Might not the hurricane be but a fierce burst of that homicidal fury which, as our Lord said, was the devil's chief characteristic?

It is reported that a large yarn dealer with heavy liabilities has disappeared from the Hongkong market. This action is indicative of the great depression in this trade in Hongkong, and it is freely stated that other dealers may have recourse to a similar step.

An application has been made to the authorities by the Kobe Kawasaki Dock Yard Company for a charter to set up a large floating dock, which can accommodate a vessel of 15,000 tons, just off the mouth of the old course of the Minatogawa. The cost of such a dock is estimated at Y1,490,000, including a curved breakwater to protect it from high seas and winds.

The following have been appointed members of the committee for the Wongneicheong and Queen's Recreation grounds:—Captain Shinkwin, A.S.C., vice Major H. G. Kelsall, R.G.A., military representative; Mr. A. R. Lowe, vice Mr. H. R. Philips, Cricket Club representative; Mr. T. C. Gray vice Mr. J. Barton, Hockey Club representative.

A Peking letter states that upon the petition of Hsü Ku, ex-minister to Italy, the Censorate presented a memorial to the Throne the other day, strongly protesting against the granting of a Constitutional Government to the country. Such a form of Government, declared the Censorate, will only encourage the formation of political parties and cliques which are the bane of all European countries.

The long and painful illness from which Mr. G. D. Scott, of Shanghai, has been known to be suffering, ended on Oct. 4th. A well known and kindly figure will be missed from the Club and the Bund and there will be very general sympathy with Mrs. Scott and the children left behind. Mr. Scott was a resident of twenty-five years' standing in the Settlement and in later years was Reuter's agent there, and Secretary to the Stock and Share Broker's Association. He was 51 years old.

The Y.M.C.A. Bulletin issued on Oct. 5th says:—"The Hongkong Young Men's Christian Association has suffered a severe loss in the deeply lamented death of the Hon. Capt. Barnes-Lawrence. For some time he occupied a place on the Board of Directors and during the past year acted as President of the Association. His kindly sympathy and help did much to advance the interest of our organization. His place will be very difficult to fill. We wish to express our deepest sympathy with Mrs. Barnes-Lawrence and her daughters in their trying bereavement."

At 4.50 a.m. on Sept. 30 a fire broke out in China Merchants' Steam Launch Co.'s godown, No. 512, North Soochow Road, Shanghai. The Fire Brigade turned out very promptly, but as the godown contained large stores of such inflammable material as cotton, in addition to coal, their efforts to save the building and its contents were futile and they had to concentrate their efforts to prevent the fire from spreading. The godown in which the fire broke out was completely destroyed and the fire spread to the adjoining premises. The contents of the China Merchants' godown were valued at \$16,000.

A correspondent of the *Straits Times* at Singapore, evidently interested, writes that far from being remunerative, the Hongkong Opium Monopoly has been and is a heavily losing business. "At the monthly rental of 185,000, the Farm lost heavily—more than \$700,000 in nine months. Then, when the matter was represented to the Government, the rent was reduced by \$15,000 p.m. At the reduced rate, the business was continued for another eight or eight months at a heavy loss, amounting to about \$400,000 and exhausting the capital of the Company which was then running the Farm. Consequently, a new Company was formed in September, 1905, with a Selangor merchant as one of the partners, and the business was taken over, the old Company undertaking to pay the new Company \$25,000, as monthly subsidy. In spite of these advantages the new Company has been losing at the rate of about \$10,000 a month."

THE NEW ALL-BRITISH MAIL SERVICE.

(Daily Press, October 6th.)

There was naturally some misunderstanding of the claims of the new Canadian mail route as a time-saver, not only out here, but even in London. We have already made it clear how the whole week is being "saved", without beating the rapid service of the *via Suez* lines. Mr. ALLAN CAMERON, formerly of Hongkong, in a conversation with our London representative, was anxious to dissociate his company from the wild statements of some of the London newspapers, echoed by Reuter, which had it that mails would now reach Hongkong in nearly a week less than had previously been done by any other route. We do not publish the interview as written by our London representative, for the reason that we have quite recently given similar facts and figures at length. The great thing is that the mails leaving Liverpool may now travel entirely on British ships and trains, and reach the Far East more quickly than they ever did before—by that particular route. The previous time via Liverpool and Vancouver was about forty days. The Suez route will always be the quicker for Hongkong and Singapore, so far as we can see; but it is expected to land the Liverpool mail in Shanghai in 27½ days, and in Yokohama in 22½ days. The latter sounds almost Jules-Vernesque, but Mr. CAMERON worked it out in this way—Liverpool-Quebec, seven days, Quebec-Vancouver, four days; and Vancouver-Yokohama, 11½ days. That is over ten thousand miles in 22½ days, or about 445 miles a day. To manage this, special pains are being taken. The train of sleeping cars, diner, mail and baggage cars, is subjected to rigorous examination lest some petty accident cause delay, and the finest engines and most expert engineers and crews are employed. The connecting train has precedence of all other traffic.

As we have said, however, Hongkong can have only an academic interest in this affair, with perhaps an added touch of Imperial pride. For business, however, between Great Britain and the Colony, we still rely upon the P. & O., the Nord-deutscher Lloyd, and the Messageries Maritimes services, which are giving every satisfaction to those having business transactions at both ends. It would be, as our correspondent "Outis" recently pointed out, impossible for the C. P. E. to improve upon them, even with its wonderfully accelerated service. The P. & O. express, which leaves Charing Cross every Friday and connects at Calais with the company's Brindisi express, arrives at the Italian port on Sunday evening and is run in conjunction with the India, China and Australian mail service at Port Said. This enables the mails and passengers to be landed at Hongkong in about 27½ days, and during the North-East monsoon in 28½ days. There are many occasions upon which the P. & O. have delivered their mails in much shorter time as, for instance, so far back as 1893, when the s.s. "Oriental" and the "Peninsular" had mails aboard at Hongkong which left London only 24 days before. Shanghai was then reached in a little over 27½ days. These are perhaps exceptional cases, yet it cannot be gainsaid that the punctuality shown by the P. & O., the German and French mail lines, in regard to the delivery of mails well under the 29 days, is sufficient justification for an expression of opinion by merchants at Home that, so far as Hongkong is concerned, the mail services via Suez are the more rapid

means of transit. As for Shanghai and Japan the Overseas mail will probably be more favoured, and judging by what they have accomplished in the past the latest transportation plan of the C.P.R. will meet with considerable popularity. Both companies maintain an excellent service on land and sea and enjoy the confidence of the travelling public as well as that of business houses whose correspondence and freight they have safely carried for so many years.

INDIAN POLICE IN CHINA.

(Daily Press, Oct. 8th.)

There is no overwhelming probability that the Shanghai troubles with the Sikh police will afford useful lessons; but they do inspire several obvious reflections. In the absence of personal observation of the rebellious men's actual demeanour, we cannot, of course, be safe from injustice in commenting that our neighbours appear to have been somewhat "panicky" over the business. They declare that the calling out of the Volunteers, and the enlisting of the services of the British bluejackets, to deal with eighty Indians who had refused duty, were wise precautions. They may have been, but we cannot resist the conclusion that these precautions would also have the effect of magnifying in the minds of the men their own power and importance. However, as we have admitted, people on the spot ought to be in a position to form a more trustworthy judgment than we are; and it cannot be denied that the withdrawal of eighty guardians of the peace, from the streets of such a peculiarly situated Settlement as that of Shanghai, was a position not to be regarded without serious concern. As we have, in Hongkong, numbers of the same class of public servants, and as there have been petty exhibitions here of precisely the same discontent, due to exactly the same causes, we take considerable interest in the development of the situation. It is not an interest, moreover, that is confined to these two important centres. All over the Far East the services of our Indian fellow subjects are widely employed and generally appreciated. In the case of Sikh police, we have come to regard their position and qualities as peculiar to themselves. The retiring Captain-Superintendent of Police at Shanghai, Major BOISEACON, stated in a report last year that the Indian police are useless for work other than that of a strenuous nature, such as point duty, regulation of traffic, and the duties of a soldier. For detective work and the finer sides of criminal investigation, the Chinese detectives and specially trained Europeans are far ahead of them. As fighting men, however, the Indian police had his heartiest commendation, and he urged the authorities to enlist more of them. Their conduct in the riots more than justified their Chief's praise. Perhaps the Shanghai authorities will now feel more regret that they allowed the provision of a Sikh *Gurdwara*—a religious and charitable institution for which the Sikhs long ago petitioned—to stand over owing to difficulty in obtaining a site. Major BOISEACON in urging this matter said it is an admitted fact that the further an Indian travels and settles the more easily and quickly does he deteriorate, morally and physically. At Shanghai the general appearance of the men would make it seem, in view of this statement, that they must have been wonderfully fine men at home. At Hongkong we cannot honestly allege any serious deterioration, either moral or physical. There are sometimes

complaints that they are brutal towards Chinese, for whom, in both cities, they have a fine contempt. This is only one aspect of a situation that has to be reckoned with amid such cosmopolitan conditions. Our Shanghai contemporary complains of the "almost pronounced hostility between the constables and one or more of the [European] inspectors." We have no hesitation in saying that in this regrettable connection all are tarred with the same brush. Foreign policemen look down on their Indian colleagues, for no better reason than that they are not "white," and the Indians repay it with interest in the case of the Chinese, who are believed to return the compliment with an intellectual disdain of both. But what can be done against such prejudices, woven in the warp and woof of human nature? In our Indian military contingents here we see a better sympathy between officers and men, due doubtless to opportunities for mutual appreciation of the braver masculine qualities. As a matter of fact, the Indians at Shanghai cannot be said to have offended beyond redemption. Stories of higher wages elsewhere affect more than Indians; and in their petition for increased pay, drafted and forwarded by an American attorney, they committed no serious impropriety. When that did not meet with the response they expected, they struck work. This was no doubt grave breach of discipline, but in matters of discipline we usually begin to count from the top. We note suggestions that the Shanghai men are not officered as they ought to be. All these things make us think that too much has been made of the incident.

TWO CHINESE SENSATIONS.

(Daily Press, 9th October.)

THE telegraphic news items relating to Far Eastern matters which we were enabled to give in our yesterday's issue were of more than ordinary interest and importance. Probably the one message that would be read with most interest was the intimation from our Shanghai correspondent with regard to Sir ROBERT HART and the control of the Imperial Maritime Customs. In the last few months we have heard perhaps more about this department than has been said or written in the last four decades. The sudden appointment of Chinese Commissioners to assume such control as was formerly vested in the Chinese Foreign Office at once excited the most extraordinary apprehensions among the constituents of the various foreign Powers, and particularly in the British Press. It was easy, and perhaps natural, to jump to the worst conclusions as to China's good faith in the matter. Diplomats were more conservative than the majority of newspaper critics, but their actions had, of course, to be largely determined by the pressure of public opinion. That opinion, as so volubly expressed, or rather inspired, in the newspapers at Home, did not carry as much weight as it might otherwise have done. It appeared so obvious that many of the European journals were not particularly well-informed, and that they were merely following one another's lead. This so often happens in connection with events geographically far removed from their opportunities for investigation that business men out here have learned to discount a good deal of it. That is partly one reason why the Chinese regard the resident public as less friendly than the homestay British public to which some of their reformers and diplomats are so fond of appealing. In this instance, the positions were partly reversed. We shared with our senior Shanghai contemporary the honour

of promptly suggesting that things were not so bad as they were being painted; and it was only the attitude of the always well-advised China Association that could have shaken our opinion that too much was being made of an unimportant incident. We could not and cannot see that the change was anything beyond a transfer from Tweedledum to Tweedledee; and we suspect that the members of the China Association were acting on the prudent principle of locking the stable door before the horse was stolen. They have so often appealed to deaf ears that it must have been a welcome change to find a sympathetic reception awaiting their warning. Curiously enough, while the storm was at its height, the one man whose opinion was most important, seeing how his personality was dragged into the discussion, maintained silence. It was in a way his cause that was being championed, and yet all the time he enjoyed his holiday rest by the sea, without confirming the allegations made on his behalf, and almost in his name, and without denying them. Was Sir ROBERT HART superseded, or was he not? Only Sir ROBERT HART could tell us with sufficient conviction, and he said nothing. It is not difficult to realise the awkwardness of his position, and the cause of his silence. But now, if our information be correct, he has found a proper way to set all fears at rest. He does not believe there will be any undue interference—any more, that is, than during the regime of the Wai-wu-pu—and now no man can say, with any hope of proving his words, that there was ever likely to be any undue interference. Our own earliest comment was to give the Chinese credit for sufficient intelligence to realise that such interference would never be tolerated. It was so often referred to as the latest Chinese "intrigue", but those who know anything of Chinese intrigue know that the cards are never spread on the table in that way. It is, however, sufficient in the case of a notorious sharper to make the slightest move, for him to be instantly suspected. The simpler and more innocent a step may appear, made at Peking, the more closely will it be scrutinised, and the more distrust will it engender. We suggest seriously that probably nobody was more surprised by the recent pother than were the Chinese authorities. However, there need be no more argument about it. Assuming that there was some idea of regaining absolute control of the Customs by the Chinese—and we can readily accept it as a likely ambition—they made a very poor show of getting what they wanted, so poor, indeed, and so un-Chinese, that we are still inclined to give them the benefit of the doubt. But again assuming that their object was as stated, there can be no doubt that they have had their lesson. They will not be likely to want to stir up such a hornets' nest again in a hurry.

The capture of VAH KA-DEK at or near Hangchow is an event which, we fancy, would eclipse all recent sensations at Shanghai, where the bandit's mere name was a household bogie, with which to frighten children. It also closes, we hope, a romance more thrilling and less creditable than that of the English ROBIN HOOD. For years this man has been the administrative head of a powerful association of Chinese criminals, who levied toll on the people and trade of the whole surrounding district. Frequently members of his gang were caught, and sometimes was captured some fine craft which proved to be a unit of the flotilla with which his men infested the creeks. These always served to confirm the stories of the man's power, wealth, and

astuteness. The foreign police long ago found that in his case a stern chase was a long chase. The Chinese simply gave up trying to catch him. Any Chinaman who persevered in an attempt to lay him by the heels, returned, if he returned at all, minus his ears, or with some similar traditional disfigurement. But more often than not, those sent to catch him simply joined his band. A high military officer deputed by the Governor of Soochow to capture him, joined forces with his quarry only last year. These events simply augmented VAH KA-DEK's already well-furnished armament. The last move in the game, by the native authorities, was pathetic, and typically Chinese. VAH KA-DEK was invited to accept official rank, and redeem his crimes by "meritorious acts." He preferred his own more lucrative and powerful position. We still await positive news of his execution, before rejoicing unduly, for the rascal is as slippery as an eel, and he has much money and a large following.

BRITISH TRADE IN KOREA.

(Daily Press, October 10th.)

The Powers withdrew their Legations from Seoul because Russia was compelled, and Great Britain was quite willing, to recognise that Japan's national safety demanded that Japan's influence in Korea must be a preponderating one. There is no getting over that, and the only fair question arising is whether Japan's notion of what constitutes preponderating influence stays within the limits assigned by other people. It is fairly evident by now that Japan would never be content with the nebulous advantages of what is called a sphere of influence. There are many truly patriotic Britons who think that British statesmen might well be as virile without overdoing things. In Korea we now know that there is a small band of British whose patriotism takes them even further, to the extent of joining in certain American criticisms, and we have good reason to fear that if the Japanese in Korea do not regard them with the feelings appropriate to the Alliance, it is because they have had their backs put up by too sweeping criticisms. What they have been calling the Japanese "pretence" of recognising Korea's sovereignty, might just as easily have been attributed to the Japanese perception of what pleases the decadent race whose country and interests they have taken over. If the Koreans are happy with the shadow, Japan may well enjoy the substance. The passenger who now lands at a Korean port must have his baggage examined by a Japanese tidewater; he must give his name, address, and business to a Japanese policeman; and, if he buys a scrap of property, he must get the deeds sealed by a Japanese authority. If the Japanese were colonising Korea before, and we knew that they were, they are certainly doing so now. All skilled labour is Japanese; but that was only to be expected. Having regard to the comparatively short period that has elapsed since the Powers gave Japan a free hand in the country, Korea is now, in fact, practically a bit of Japan, so far as the visitor can see. Society is cared for and watched over with the same grandmotherly and irritating supervision that it is in Japan. How the Koreans like it does not matter now; the day is gone for wasting sympathy on them. The point is that the foreigners do not like it, and here is the source of much trouble and of all the criticism. The foreigner who has not yet made up his mind to accept the inevitable, feels bad when he notes that with the exception of a few articles of necessary consumption, such as white

pepper, table salt, kerosene oil, and American flour, and some fancy articles like perfumes from the Continent, there is not a single staple of foreign trade to be found in a Japanese establishment from end to end of Korea. Osaka goods rule the roost. We cannot admit that this is any reflection on British traders, who of course have never enjoyed the banking facilities, the freight reductions, and other concessions that the paternal government of Japan sees are forthcoming to comfort and encourage its own enterprisers. "Certainly Korea is open to foreign trade", the Japanese official can honestly reply when asked. It is as open as the ballot, the only difference being that whereas Great Britain allows its constituents to walk to the polls, the Japanese runs its own voters there in motorcars. What British trade is done is in Chinese hands, and the Japanese were never fond of Chinese. There are only two foreign houses regularly represented in Korea, one British, the other German. No British steamer trades regularly with the coast. All, including even those that fly the Korean flag, are Japanese owned, we are told. Recently the Hamburg-America Line steamers have begun to call fortnightly, on their run from Shanghai to Vladivostok. They secure the bulk of the non-Japanese trade, which seems significant. Moreover, their share is increasing. The British who are interested grumble that British shippers are afraid of "the bugbear of Japanese competition", but of course to test the capabilities of the trade, British shippers would have to face bigger risks than the Japanese, unassisted, would ever dream of. One instance will suffice to show how differently situated the two classes are. The manufacturers of Osaka, immediately upon the declaration of peace, for which they had been watching and waiting, shipped large quantities of goods to Chemulpo, so as to be ready on the first sign of any opening to place them on the spot. Manchuria, however, had been thrown into such a state of disorder by the war, that it was by no means prepared to take up the goods. These accordingly were soon piled up in increasing quantities until every building in Chemulpo that could boast a roof was full to overflowing. Bankruptcy stared the speculators in the face. The Japanese government came to their rescue, took up on the easiest of terms the bills of the shippers, and granted a practically unlimited extension of time. It also made arrangements for Japanese goods being carried at half freight. If the British Government were prepared to go and do likewise—but who is sufficiently optimistic to expect anything of the sort?

THE ENGLISHMAN'S MANNERS.

(Daily Press, 11th October.)

There is a good deal of nonsense talked from time to time about the manners of the Englishman abroad. Lately we notice that Mr. HAROLD SPENDER, a diligent and on the whole successful journalist, has been summing up in the columns of the *Daily Chronicle* in favour of the apparently obvious verdict. Continental prejudice has often been ascribed to the travelling Englishman's insular ways; and Mr. SPENDER, who frequently runs over to Paris, and knows all about the custom of using the same knife and fork throughout a meal, has rashly confirmed the theory. We say rashly, because it does seem that there should be more serious grounds for the "foreigners'" dislike of JOHN BULL than mere tricks of demeanour. It is decidedly insular of Mr. SPENDER to imply that our German and

French friends—to take two particular cases—have no more strength of character than to allow trivial solecisms and some neglect of continental courtesies to colour so deeply their regard of their English neighbours. It is clear that he had such alleged defects chiefly in mind, for he specifically refers to the Englishman's failure to raise his hat when entering a hotel or a shop, and his omission of the regulation bare-headed bow or bows on leaving a public dining room or similar place. As we have noticed that JOHN BULL's manners in Far Eastern countries are very much what they are in foreign lands nearer his own, we may take some interest in the theme, threadbare though it be. To begin with, we should decline to admit the premiss that the manners of the Englishman abroad are bad, although it cannot be denied that they are largely different to those of other travelling Europeans. Good and bad manners, like good and bad taste, depend greatly on the point of view, and the definition is an arbitrary one. We should also qualify the assumption that JOHN BULL is as strongly disliked as he is supposed to be; and point out that racial prejudice is a normal condition permeating not only all humanity but all Nature. One critic of Mr. SPENDER admitted the dislike as inveterate and general, and confined himself to arguing that its causes were mainly political. To this end was instanced the better feeling promoted in France by the entente cordiale, and so on. So far as the conditions dealt with by Mr. SPENDER and others are concerned, we shall also deny the better feeling. The Press may have less in each country—that is a political effect—but the instinctive aversion to the stranger manifests itself convincingly in the little Normandy boys who throw stones at the cyclist, or in the urchins of China and Japan who cry "barbarian" after us. While universal, it is not even big enough to be confined to nations. It is parochial. One street even may show it to another street, as Bubbling Well Road at Shanghai elevates the nose at Hongkew, or the Peak at Kowloon. The very robin in the copse or the trout in the pool, when resenting intrusion, is manifesting precisely the same feelings which inspire the phenomena that give rise to such discussions. Those who share the Scots' Bard's dream of a time when man to man the wide world over will be as brothers, may consider it a petty and perverse instinct for which Nature is not to be admired; but those who have less faith in man-schemed utopias, and realise more the absolute all-embracing ingenuity—we can think of no better word—of Nature, accept it as an effective method of averting stagnation.

But harking back now to the more personal topic of JOHN BULL's manners when away from home, we must again draw attention to his own point or points of view. That is the only fair way to arrive at a just decision. JOHN BULL is beyond everything a freeman. The idea of freedom, of personal independence and individual liberty, has throbbled in his brain ever since Magna Carta. If he is shy of formal courtesies, it is because he is very much afraid of servility. After all, he knows that so many of these social amenities signify nothing. Put him to the test in an affair demanding genuine chivalry, and we have no fear that even brusque JOHN BULL will prove himself a gentleman in the truest sense of the word. To return to the days of the punctilious Dandies, which is really what some of his critics—Mr. HAROLD SPENDER, for instance—seem to desire him to do, would also put him back into the

duelling habit. With the most sweeping of bows, hat at arm's length and spine bent nearly double, he would have to intimate with all due deference that the gentleman who had just made a *sotto voce* comment on the fit of his hat must condescend to meet him on the field of honour. There is too much commonsense nowadays for that, and a too keen realisation of the things that matter and don't matter. There is a difference between the aloof dignity born of a justly acquired self-conceit and the bearish ways of the "boulder", who, however, has to be blushed for by all nations. In asking JOHN BULL to lift his hat when entering a shop, Mr. SPENDER may think he is merely suggesting that when in Rome, he should imitate the Romans. That adage has lost its savour for the much-travelled Englishman. It has been his lot to travel much among Romans who, metaphorically, were impossible people to copy. In the Far East we do not accord high praise to the man who "goes native". In a much modified degree, it is advisable in all places for him and for others to preserve their individuality, which, as a matter of fact, most of them do. The very criticisms that are launched against JOHN BULL on the continent could be (and often are) made by the Chinese against all foreigners in China.

SAFETY OF RIVER STEAMER PASSENGERS.

(Daily Press, October 12th.)

We have received for publication, from an officer of a recently founded steamer, a long and very interesting letter, which, on consideration, we are not prepared to publish. Some of the points raised, however, are too important to be ignored; and in discussing them in general terms, it is to be understood that we have very precise data to go upon. Those interested in the prosperity of Hongkong will readily understand that the present is no time to needlessly harass ship-owners; and will concede the right of the smaller concerns to as much consideration as the great ones. When the question is one of saving human life, however, it demands the most earnest consideration that can be given to it. The question which our esteemed correspondent wishes to bring before the public relates to the marine superintendence, surveying and general management of the smaller native-owned steamers which usually ply between Hongkong and its immediate neighbours. Before these steamers are allowed to carry passengers, they are measured and classed, and then furnished with a licence drawn up "according to the declaration of the Shipwright Surveyor". Our correspondent draws a distinction between his definition of a "Shipwright Surveyor" and of an "Engineer Surveyor", which may or may not be so important as he appears to think. We are more interested in an actual licence which he enclosed with his letter, and on which it seems clear to us a good deal may not imprudently be said. Issued some years ago, and signed by His Excellency Sir HENRY BLAKE, this weather-worn document certifies that the vessel named was "fit to carry" nearly seven hundred passengers. We purposely avoid exact figures. The certificate of fitness is contingent; it goes on, "provided the life-saving appliances are sufficient for that number". That is quite satisfactory, but then immediately follows a feature whose glaring inconsistency is at once puzzling and somewhat alarming. The certificate itself, based on the Shipwright Surveyor's declaration, and signed by the Governor, sets forth a table of life-saving appliances which are presumably considered

"sufficient for that number", but which by the most generous computation cannot apparently, be made to square with the total number of passengers allowed. First are specified four boats of 999 cubic feet, which we are advised (by our professional correspondent) would accommodate from twenty-five to thirty persons each. Then are mentioned three life rafts capable of supporting thirty persons. It does not say "each", but we will assume that these three rafts would save ninety people. Finally, six life buoys are deemed sufficient. It is absurd to allow twelve people to these, but if the refugees were calm and did not struggle, it would be possible. Supposing the steamer carries all these things as specified, and we will exceed the expert estimate, and allocate two hundred people to the four boats, we find that we have provided for the safety of 302 people, not half the number which the licence distinctly allows. Our correspondent values the specified facilities at only 162 lives, and pictures more than half a thousand shipwrecked passengers being "drowned by special licence". It appears that the law is satisfied with these inadequate provisions, although it has long been held that more rafts should be provided. The six life-buoys are intended only for casual "men over-board," and sea-going vessels have to provide life-belts in addition, in numbers more in accordance with the number of passengers. It further appears that there is a local Ordinance which exempts river steamers from carrying these life-belts. No one can suggest any adequate reason why the exemption was made. To people who travel frequently, and whose concern is for human safety, it will appear petty beyond measure to count the cost of such a provision; but if we do take the ship-owner's natural point of view as to that, can it be said that the expense of even one life-belt to each passenger would be prohibitive? We trust that after recent painful lessons, His Excellency the present GOVERNOR will consider the advisability of putting these river steamers back on the old footing.

THE KAIFENG FU JEWS.

(Daily Press, October 13th.)

Mr. OLIVER BAINBRIDGE, the gentleman who re-discovered the unlost Chinese Jews of Kaifengfu, and whose appearance as a lecturer at Shanghai, Hongkong, and other Far Eastern ports caused more than one kind of a sensation, has a very interesting story to tell of his visit to Kaifengfu, in the pages of the *Jewish Chronicle* for Sept. 7th. The surprising thing, indeed, is that the half dozen photographs embellishing the thrilling letterpress should be so peaceful and tame as they are. He was searching for certain articles supposed to have been stolen from the synagogue, and this is what happened:—

"I visited mosque after mosque, which excited and annoyed the Mohammedans, who mistook me for a Jewish Rabbi in disguise. The fourth proved to be the one I wanted, for in a small room I saw the ark on a table, and made towards it, when the crowd objected, and pushed me out, emphasising their disapproval in no uncertain manner. The soldiers were helpless, but I have a strong suspicion they were at heart with the mob. The climax came, I clambered on to the roof of the mosque and began to examine the tiles, for thousands of Chinese surrounded the mosque, yelling out, 'Kick the devil's stomach!' 'Batter his devil's brain on the stones!' 'Kill the Jew!' 'Choke the sinew-puller!' 'Tear the foreign devil's entrails out!' and other diabolical things too numerous and too filthy for words. The majority were armed with bricks, clubs, or knives, and were

mad with rage. Every second I thought would be my last, for the fury of a Chinese mob beggars all description. A happy thought flashed through my mind, and, quick as lightning, I pulled out my folding camera and turned it towards them—thinking to photograph the murderous beasts before they butchered me. The shock was tremendous; they dropped their bricks, knives, and clubs, and crushed and jammed one another in their rush from the "devil's glass." My friend, interpreter, and soldiers very discreetly banged and fastened the doors after them, and the interpreter explained to the Mohammedan priests that I was not a Jew, but a British traveller, and only wanted to see these things. They said if I would promise that, in the event of the Jewish synagogue being rebuilt, their mosque would not be interfered with, the people would be pacified, and permit me to see the ark and examine the tiles. They are much afraid their mosque will be destroyed, if the synagogue is rebuilt, in order to get the Jewish tiles which they have stolen. I promised everything and anything they asked. The ark (an old cylindrical case) is purely Jewish, but the missing scroll they informed me could not be seen, for it was in a secret place. That evening, about eight o'clock, four boxes of sweets, cakes, and two baskets of tea were sent to me by the priests, with the kind greetings of their people, who had decided to present "their elder brother" with the ark, which they did the next morning. When the Chinese make a present they expect something equally valuable in return, so I sent a few dollars to each priest, which proved to be a lucky move, for I experienced no more trouble during my stay."

It is quite evident from the foregoing that whatever aspersions may be cast on the scientific attainments of Mr. BAINBRIDGE, he is an excellent hand at telling a story. He remarks incidentally that "the Chinese are undoubtedly the most evil-minded [prurient] people on earth", a sweeping remark which he omits to justify in the text. An incident fully as extraordinary as his "last wish" to photograph his murderers was his discovery of a stone bearing an important inscription in a language not specified. It would most likely be in Chinese, in which case Mr. BAINBRIDGE's interpreter ought to have his share of the credit. A short distance from a Confucian temple containing Jewish pillars, Mr. BAINBRIDGE, or his interpreter, made a remarkable find. "I found," he writes, "an old, long, narrow stone in the side of an empty mud-hut, which bore traces of an inscription, dealing with a 'Foreign Heaven Chapel', in which the foreigners that 'pluck out the sinews' fast and weep together". It is to be presumed that the traces of an inscription were not too incoherent to leave this much valuable testimony. But the remarkable part of it is to follow. "I sent for two of the most intelligent Jews, who were not aware of its existence or location, and I enjoyed", he adds, "their unmistakable surprise". We derive almost similar enjoyment at second-hand; and fear that those two most intelligent Jews were either not so intelligent as our explorer gives them credit for, or that they took less interest than he in the evidences of their ancient faith. It seems almost a pity that he did not invite the "handsome and intelligent Chinese Jew" whom he had previously interviewed so profitably. This gentleman, "not yet forty years of age", told him a great deal about his rich and numerous ancestors, who worshipped in a fine synagogue three hundred years before, and who had with them a roll of the law in a language not understood to-day. Mr. BAINBRIDGE gives a description of that ancient temple, as supplied by the handsome and intelligent young man who did not know of the existence of the stone referring to the "Foreign Heaven Chapel,"

although the said stone, as photographed by Mr. BAINBRIDGE, is on the outside of a brick building and about a foot broader and two feet taller than a man. We will not repeat the description, because few of our readers are as credulous as Mr. BAINBRIDGE seems to be, and none of them is so easily satisfied. It is perhaps unkind to pour too much cold water on the famous explorer's enthusiasm; but there are so many internal evidences—more than we have quoted—to prompt the repetition of a terse criticism first phrased by an American philosopher called CLEMENS. As he would have said, Mr. OLIVER BAINBRIDGE's story is "interesting, but tough."

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 11th instant in the Council Chamber at 2.30 p.m.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR. SIR MATTHEW NATHAN, K.C.M.G.

Hon. COLONEL DARLING, R.E. (Officer Commanding the Troops).

Hon. Mr. T. SERCOMBE SMITH (Colonial Secretary).

Hon. SIR H. S. BERKELEY, (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM (Director of Public Works).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Mr. F. J. BADELEY (Captain-Superintendent of Police).

Hon. Dr. HO KAI, M.B., C.M., C.M.G.

Hon. Mr. WEI YUK.

Hon. Mr. E. A. HEWETT.

Hon. Mr. W. J. GRESSON.

Mr. A. G. M. FLETCHER (Clerk of Council).

MINUTES.

The minutes of the previous meeting were read and confirmed.

TRIBUTE TO THE LATE CAPTAIN BARNES-LAWRENCE.

HIS EXCELLENCY—Gentlemen, the constitution of this Assembly and the conditions of life among Europeans in this Colony are such that we frequently at our meetings welcome the advent of new or regret the departure of old members. But, though many leave us to go home to England, it is fortunately a rare occurrence that an active member should be taken from his work in our midst, summoned to his last resting place. Since we were last here together we have had to deplore in the death of Captain Barnes-Lawrence, the loss of a valuable member of this Council, of a capable and energetic official, and of a noble-minded, kind-hearted, modest gentleman (hear, hear) who has fallen a victim to his care for the interests of the Colony—especially those of the shipping community—which were so close to his heart. I know I have every member of the Council with me in expressing deep sympathy with the bereaved wife and family.

APPOINTMENT OF COMMITTEES.

HIS EXCELLENCY—I appoint the following standing committees of Council:—

Finance Committee: The Colonial Secretary as Chairman and every member of Council.

Law Committee: The Hon. Attorney-General, Chairman, Hon. Captain Superintendent of Police, Hon. Dr. Ho Kai, Hon. Mr. Wei Yuk and Hon. Mr. H. E. Pollock as members.

Public Works Committee: The Hon. Director of Public Works, Chairman, Hon. Colonial Treasurer and the Hon. Messrs. Osborne, Hewett and Gresson as members.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes Nos. 73 to 77 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded.

HIS EXCELLENCY—Financial Minute No. 77 is a vote of \$100 to the Society of St. Vincent de Paul necessitated by the fact that the Society did not claim the allowance

last year, but has asked that a double one may be paid to them this. The payment of two allowances to a charitable society in one year, is inconvenient, and I am taking steps to prevent its recurrence in future. Financial Minute No. 73 is for \$1,200 for repair of typhoon damages to the gardens in the care of the Botanical and Forestry Department. It includes items of \$300 for labour in clearing away debris; of \$270 for repairs to buildings; and of \$250 for raising street trees. With that last item 94 trees have been satisfactorily re-erected. Of course this vote represents a very small proportion of the damage done to the Public Gardens. Most of that damage is only repairable by time, and the Superintendent of the Department estimates that it will take from ten to fifteen years before the gardens will look again as they used to look before the typhoon. Financial Minute No. 75 is for \$5,000 for repair of damages done by the typhoon to the boats of the Police Department. It provides the money required for raising the one of the three launches that was sunk, for refloating one that went aground, also for raising one pinnacle and for the hire of boats for police work on the days immediately subsequent to the typhoon. Financial Minute No. 76 for \$5,846 is for repairs to damages incurred by the boats in charge of the Medical Department. Of this, repairs to the Health Officer of the Port's steam launch *Sybil* amount to \$973, and to the Hospital hulk *Hygeia* to \$4,873. The *Hygeia* had her roof blown away and suffered sundry other damages. Financial Minute No. 74 for \$49,000 is for repair of damages incurred in the typhoon of September 18th by public works and buildings. Council will remember that at their last meeting they voted \$20,000 for this purpose. The aggregate, \$69,000 is made up as follows:—For buildings, \$15,000; for piers and sea walls, \$14,000; for drainage works, \$4,500; for water works, \$3,000; for telegraphs and telephones, \$7,500; roads \$24,000; floating plant \$1,000, making altogether \$63,000. These amounts for repairs are those that will be spent in making good damage done on September 18th. Unfortunately the subsequent typhoon of the 29th inflicted further injuries on public works, and it will be necessary later to ask for a further vote on account of those injuries. As far as I can see, the cost of making good damages to public works will not fall far short of \$101,000. In addition to that, the cost of making good damage to the boats and other property in charge of various departments may together with special expenditure incurred by them for work done at the time of the typhoon amount to nearly \$25,000, so I do not think I am much over-estimating the total loss to the Colony, represented by its Government, when I reckon it at \$125,000. This is just ten times the amount we put into the estimates for 1907 for making good typhoon and storm damages, and that amount was based on the annual average over some years past. Still it must be recognised that \$125,000 damage to Government property bears a very small proportion to the injuries done to private property in the Colony by the typhoons of last month.

The motion was carried.

THE LAW OF EVIDENCE.

The ATTORNEY-GENERAL—I rise, Sir, to propose that the Bill to amend the law of Criminal Evidence be now read a second time. The object of this measure is to accord to a few accused persons in this Colony privileges which have been accorded in England since 1893. The bill provides that henceforth every accused person, and the wife or husband as the case may be of such accused person, shall be a competent witness but not compellable—a competent witness at every stage and at any part of the proceedings in a criminal charge. The objection that a person accused of a crime, while having in his own mind obviously the best knowledge of the facts alleged against him, has been prevented from stating on oath to the jury who have to try him, his knowledge of those facts, will be removed, and all who have experience of criminal courts will be aware that as a result, many a guilty man who now escapes on account of the jury giving him the advantage of the doubt—whether or not he is guilty—because they are

nable to hear him in his own defence, will no longer have that loophole of escape. There can be no doubt that in many cases if a person had been allowed to make his statement on oath, and had then been cross-examined by prosecuting counsel, he would not have been able to exculpate himself. For many years judges have allowed prisoners to make statements. There is no authority in law for that, but prisoners have been in the habit of making statements. The bill we have now before us permits a prisoner to give evidence on his own behalf. It does not compel him to go into the box, but if he does he is liable to be cross-examined. If he does not go into the box the bill provides that counsel for the prosecution shall not comment adversely on that fact. It is a privilege he may take or not at his option. At the same time it is laid down that a judge has power to draw the attention of a jury to the fact that a prisoner, though he had the opportunity, did not go into the box, and the jury can then draw such deduction from the fact as they think fit. There is a general principle running through this ordinance that the wife or husband of an accused person shall be competent to give evidence for or against the accused. They shall not be compelled to do so except in certain cases, and those are cases which come under the law for the protection of women and children, and generally those cases which fall under the Married Women's Property Act relating to the question of criminal dealings by either husband or wife with the property of the other. In such cases the husband or wife is not only a competent, but a compellable witness. I believe, Sir, this bill will result in the advancement of justice in this Colony.

The COLONIAL SECRETARY seconded the motion, and the Bill was read a second time.

Council then went into committee on the bill.

On resuming, the ATTORNEY-GENERAL reported to the Council that the Bill had passed through committee without amendment, and moved that it be read a third time, and that the title be deemed sufficient for the purpose thereof.

The COLONIAL SECRETARY seconded.

The Bill was then read a third time, passed, and became law.

THE MERCHANT SHIPPING ORDINANCE.

The ATTORNEY-GENERAL—I move, Sir, that the next item, the Bill entitled an Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes, be postponed for further consideration.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

THE PREPARED OPIUM ORDINANCE.

The ATTORNEY-GENERAL—I move, Sir, that the Bill entitled An Ordinance to amend the Prepared Opium Ordinance, 1891, be read a third time, and that the title be deemed sufficient for the purpose thereof.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Bill was then read a third time, passed and became law.

His EXCELLENCY—Council stands adjourned until the meeting of the Finance Committee.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding.

The following votes were passed:—

TYPHOON DAM GES.

The Governor recommended the Council to vote a sum of one thousand two hundred dollars (\$1,200) in aid of the vote, Botanical and Forestry Department—Other Charges, Repairs of Typhoon Damages.

The Governor recommended the Council to vote a sum of forty-nine thousand dollars (\$49,000) in aid of the vote, Public Works Extraordinary, Typhoon Damages.

The Governor recommended the Council to vote a sum of five thousand dollars (\$5,000) in aid of the vote, Police, Prison, Repairs of Typhoon Damages.

CHARITABLE ALLOWANCES.

The Governor recommended the Council to vote a sum of one hundred dollars (\$100) in aid

of the vote, Charitable Allowances Society of St. Vincent de Paul.

On Council resuming.

The COLONIAL SECRETARY reported that at the meeting of the Finance Committee just held Financial Minutes Nos. 73 to 77 had been approved, and he moved their adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

His EXCELLENCY—Council stands adjourned till Thursday, 25th October, at 2.5 p.m.

ST. ANDREW'S CHURCH, KOWLOON

DEDICATION AND OPENING.

The consecration of the new church at Kowloon, St. Andrew's Church, took place on the 7th October, the office being conducted by the Ven. Archdeacon Bannister. As is well known, the raising of this church and the attendant congregation was a work in which the late Bishop Hoare took a very active interest, and the ceremony of Saturday was one to which he had looked forward as the accomplishment of one of his most cherished plans. In these circumstances the event, which should have been such a joyous one from the ecclesiastical point of view, was not without its melancholy aspect, pathos being mingled with thankfulness.

The edifice is as much the creation of the large handed generosity of citizens of the Colony as the embodiment of the religious wants of the community. It is erected by Sir Paul Chater. Truly, a magnificent gift. The site, in Robinson Road opposite the parade ground, was given by the Government. This excellent example has been followed by others, and the result is the completion of a pretty little church, capable of accommodating 300 persons, and adequately furnished for the services to be conducted therein.

Situated adjacent to the Kowloon School, the new church is a welcome addition and enhancement to the architectural features of this growing locality. Its style is early English Gothic, and though the structure is not large it is not lacking in dignity. Built chiefly of granite and red brick, the combination has been so utilised as to give the church the desirable appearance of solidity, with a due regard to the beautiful and artistic. The honorary architects, Messrs. Leigh and Orange, are to be congratulated on the design which is certainly most effective. There are two entrances, one by the tower porch and one by the font. There is that without which no church is complete, a spire, in which are erected the tubular peal of bells collected for and provided by the Hon. Mr. E. Osborne. The comfortable teakwood pews with cane bottoms and backs, the choir stalls, prayer desk, chancel seats, holy table and pulpit were the gifts of the late Bishop, while the frontal for the table was presented by Lady Hoare, a relative. The fine brass lectern is a donation from Mr. A. Bryer, the cross was presented by Mr. J. Plummer, the communion plate was given by the communicants of the Cathedral and the Peak Church through the Rev. F. T. Johnson, while the alms bags were worked and presented by Mrs. Price. Another notable gift is the East window, which is another instance of the generosity of Sir Paul Chater. Undoubtedly it adds to the beauty and dignity of the church. Scenes in the life of Christ are represented—the last supper and His hanging on the cross. It should be added that the electric light has been introduced through Mr. E. C. Wilks, who collected for and provided the installation. Mr. W. King gave the Prayer Book, Bible and Communion service and Mr. E. C. Lewis the communion linen. The grounds have been well laid out and turfed.

The service on Saturday afternoon followed the lines laid down by the late Bishop, and, though necessarily curtailed, was impressively conducted by the Ven. Archdeacon. The congregation was numerous and included Sir Paul Chater, Dr. F. Clark, (representing the Cathedral Body) and the honorary architects. Mr. Denman Fuller presided at the organ, and the members of the Cathedral Choir kindly assisted in the rendering of the service. The choir and surpliced clergy—Revs. M. Longridge, R.N., J. H. France, G. A. Bunbury, A. D. Stewart, G. Searle (chaplain to the forces), Rev. Tsing

Shan, Matthew Fong, A. J. Stevens and the Archdeacon—passed outside the church to the principal entrance chanting Psalm CXXII, and proceeded to the chancel. The Archdeacon rendered the office and at the appointed time, received the trust deed and the lease from Mr. F. J. H. Bowley, Mrs. Hoare having made over the property from the late Bishop to the Cathedral Church Body as trustees. The Rev. J. H. France read the lesson from I Kings VIII, and the Rev. A. J. Stevens took the last prayer.

The Archdeacon preached the sermon. Selecting St. John IV., 37, 38 "Herein is that saying true, one soweth and another reapeth," etc., he said—You will, I feel sure, not expect any lengthened remarks from me under the special circumstances in which we meet. There are however certain thoughts that very naturally and very properly come into our minds as we meet together to-day. There is first of all what must be in the heart and mind of every one of us, the thought of regret, regret that instead of myself in this pulpit to-day there should not have been one who thought, one who long desired, to see this church dedicated and consecrated to God's gracious service for the use of men in Kowloon. We regret that God has so ordained it that the dear Bishop is not with us to-day in body but if we believe in the immortality of the spirit, surely he is with us in spirit to-day, and with us rejoices that this sacred temple is dedicated to the service of God. It is very natural that there should be another thought, the thought of thankfulness that this beautiful house of God is completed. It is opened, for I trust, many generations to worship in, for many generations to find peace in this house. We are thankful that not only is the external fabric so beautifully finished but that all the furnishings have been provided. Everything that is needed for the orderly and for the reverent and decent worship of God in external things has been provided. We are thankful for that. We are thankful, too, that the clergyman has been appointed and we thank God that he is with us here in our midst to begin his ministry to-day. It is a true note that we sound when we speak of thankfulness. There is another thought, that of gratitude to Almighty God who has permitted you and me to meet together, and to bring your children, in this house to worship Almighty God. There is gratitude to the generous giver of this building by whose open-handed generosity this church has been erected and appointed that it might be a blessing to many generations to come. It is right to sound the note of gratitude to those who in many ways have helped to build and finish this church, to the committee of furnishing, to those who gave so much time and attention in order that the things might be prepared and made ready for our service. There is scarcely a single thing in this church that will be used from time to time that is not the gift of some thankful loving, loyal heart. Then again there are thoughts of hope for us all when we think of the words I read "one man soweth and another man reapeth." Is not that the history of all ages? You see there is a word of hope for you and for me as we live our lives and do our daily toil. There are the two things—continuity of labour and succession of work. Continuity of labour runs through all human history. We are thankful to belong to the great empire of Britain. We think of its constitution and how it was built up. We know how our forefathers laboured. We enjoy the benefit of their labours. We know that the constitution under which we live and enjoy liberties that no other nation enjoys on this earth is the work of many generations continued through many generations. The speaker proceeded to impress on his hearers that the work with which they were engaged should not be scamped. It should be well done because they were not working merely for the present, but for future generations. As we had benefited from the labours of those who are gone before us so should we work with a view to benefit those who come after us. They were told that the time would come when Kowloon would have few if any vacant spaces. It would become the terminus of the great trunk line that would run through China. Men would congregate here and would go to that church for inspiration. It would be open to all and he hoped the time would never come when its doors

would be closed. It would be a centre of teaching to those who lived in the peninsula. He would remind them too that the building and the furnishing of that church had been a history of co-operation and if the church was to be a success co-operation would have to continue. He commended the minister to them and concluded by expressing the hope that everyone would receive the benediction of God.

The offertory realized \$120.

At the close of the service tea was dispensed in the British School through the generosity of Sir Paul Chater.

The services in the church yesterday at 11 and 6 o'clock were well attended.

The Cathedral Church Body promise to provide half the stipend for three years, but the other half and other expenses of maintenance must be raised by seat rents, offertories, and subscriptions as there are no endowments. It is hoped to constitute the vestry forthwith in order to make the necessary arrangements.

EUROPEAN POLICE DESERTIONS.

The desertion of the European police, bringing to light as it did the general discontent among the members of the force, has caused considerable comment. Apart from the official body, there are none of the police inclined to blame those who have taken French leave. On the other hand there is a tendency to commend their action and "Good luck to them" is the fairly general sentiment expressed by those who still wear the uniform. As already stated, financial considerations are the chief, but not the only reasons for this conduct.

For instance men who, attracted by the inducements held out to them by recruiting authorities at home, left the force in Great Britain to come out here, say they have found to their disappointment that these inducements have not materialised and that according to their term of service they are not so well off as they would have been had they remained in the home establishment. In Britain a man only obtains the privileges of doing special duty and receiving the extra pay after a certain period of service but here, according to our informant, there is no such reward for service. Those duties are given to anybody, apparently without selection. Again, and this they consider the most serious aspect of the present state of affairs, the standard of the force has been allowed to deteriorate through local recruiting. Before a man is brought out from home he has to show a certain degree of educational attainments. He must be able to read and write well. Moreover he has to produce testimonials as to character and ability. In Hongkong, however, they aver that men are enlisted in the force who do not come up to these requirements, and the reports which are occasionally furnished by such constables certainly do not enhance the credit of the force for intelligence. Here the chief defect of the policy of the authorities is seen. By allowing the emoluments to be reduced and by the niggardly and inadequate distribution of supplies, notably clothing, light and fuel, the better class of men are being driven from the force to seek more lucrative employment. A cheaper and less intelligent body of men is the inevitable result, and no one will deny that such a state of things, assuming it to exist, is inimical to the interests of the Colony and not calculated to preserve good government. Economy in administration is desirable, but when it degenerates to niggardiness and chicanery, and efficiency is impaired, it seems time to review the situation.

We are advised that what we said the other day about the constables' rate of pay being \$60 at 3/- a dollar represented the men's income as being greater than it really is. Only some seven or eight constables are paid at this rate, the majority receiving about \$70 which in these days of growing prices cannot be considered ample for the ordinary requirements of Europeans.

One grievance which one of the absentees felt most keenly was the telephone work which, willy nilly, was forced on three men. After doing their six hours on duty these three men have between them to undertake 24 hours' telephone duty. This gives them no chance of

recreation. But worst of all is that for this extra work they are only paid about \$2.60 each per month. A Chinese telephone clerk would receive \$35 a month. Further comment is unnecessary. There are other causes of complaint but enough has been said to explain the general discontent which prevails in the police force.

SUPREME COURT.

Tuesday, October 9th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

COULD NOT SUE.

The Cheung Lee firm brought an action against Lau Sang, master of the Kwong Tai firm and the Kwong Tai On firm, the claim being for \$280 in respect of cement sold and delivered. Mr. Otto Kong Sing appeared for the plaintiff and Mr. Hett, of Messrs. Brutton and Hett, for the defendant.

Plaintiff having stated his case, Mr. Hett asked him if he had any partners, to which he replied that he had not.

Mr. Hett then applied that the case be dismissed, inasmuch as one man could not sue in the name of a firm. There must be other partners.

His Honour struck out the case and gave leave to bring another action.

Wednesday, October 10th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

TREE PLANTING IN THE NEW TERRITORY.

Wong Wan and Wong Yuk sued Yu Wo Kai for \$964.55 for work done by plaintiffs at the request of defendant. Mr. Gardiner, from the office of Mr. O. D. Thomson, appeared for the plaintiffs, and Mr. J. C. Master, of Johnson, Stokes and Master, appeared for the defendant.

In support of the claim it was stated that plaintiff dug 105,000 pits for planting fir trees in the New Territory on behalf of defendant, who was the sub-contractor and that he only received \$100 odd for rice.

After hearing evidence, the case for the plaintiffs closed, and the further hearing was adjourned.

Thursday, October 11th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE.)

A JUNK COLLISION.

Yuk Seung sued Fung Lau for the recovery of \$224 in respect of damage to plaintiff's junk caused by the unskilful navigation of defendant's junk and expenses incurred by four days' detention in Canton. Mr. Otto Kong Sing appeared for the plaintiff and Mr. J. H. Gardiner, from the office of Mr. O. D. Thomson, for the defendant.

Mr. Otto Kong Sing stated that plaintiff was the owner of junk No. 289. On the morning of the 29th August she was being towed by the steam launch *Wong Yik*. On leaving Wing Lok street wharf they proceeded towards Capsuimun, but before going far the defendant's junk crossed ahead of the steam launch and when she had got about twenty chains distant, she went about and came towards the plaintiff's junk. The steam launch whistled but could not get out of the way, and the junk was struck on the stern, causing the damage claimed.

Evidence was called in support of the claim, and the case adjourned.

Placards are again appearing in Tientsin City to the effect that during the Seventh and Eighth Moons misfortunes are bound to come and urging the people to protect themselves by the usual means. The *Jih Jih* draws attention to this and urges the authorities to be strictly on the look-out for those who circulate such things. The placards are said to be very coarsely worded.

SERIOUS CHARGE AGAINST PRISON WARDER.

ALLEGED MANSLAUGHTER.

George Street, a warder employed in Victoria Gaol, surrendered to his bail at the Magistracy on Oct. 5th to answer a charge, heard before Mr. H. H. J. Gompertz, of manslaughter in connection with the death of a prisoner named Wu Luk. Mr. F. B. Bowley (Crown Solicitor) prosecuted and Mr. E. J. Grist of Messrs. Wilkinson and Grist, appeared for the defendant.

Mr. R. A. Craig, superintendent of Victoria Gaol, stated that the deceased was serving a term of 15 days' imprisonment with hard labour. Defendant was in charge of the party of prisoners to which deceased belonged on September 24th. Defendant's duty was to look after the prisoners and supervise the work. Street was relieved at one o'clock and the deceased continued at his labour until four o'clock when he was shut up in his cell. Next morning at 6.15 deceased was marched out with a gang of men under defendant's charge. About 10 o'clock witness found deceased in the hospital in a dying condition. He made a complaint that he had been assaulted by the defendant, and in the presence of the latter made a statement to the effect that while he was at work defendant struck him on the left side with his truncheon. Defendant denied the assault.

Cross-examined—Deceased had every chance of making a complaint but did not do so until he went into the hospital. The rule informing prisoners that they could lodge complaints was read to them and the prisoners understood that they could make complaints. Witness had never known any prisoner to suffer from hard labour.

Dr. Moore, Medical officer for Victoria Gaol, deposed that the deceased died as the result of an injured spleen.

Case adjourned.

George Street, a warder employed in Victoria Gaol, again surrendered to his bail at the Magistracy on Oct. 10 to answer a charge, heard before Mr. H. H. J. Gompertz, of manslaughter in connection with the death of a prisoner named Wu Luk.

Mr. F. B. L. Bowley (Crown Solicitor) prosecuted, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) represented the defendant.

Chan Ming was the next witness. He said he was a prisoner in Victoria Gaol and remembered seeing a prisoner faint and carried out of gaol on September 25th. On the previous day prisoner was lifting shots. After putting one down, defendant said he had done so in a loud manner, and struck him a blow on the back, and another on the ribs. Witness was several paces away. The prisoner was struck by a truncheon which defendant was holding in his hand. When prisoner was struck he fell to the ground. Then defendant kicked him, caught him by the queue and pulled him up, and prisoner went on with his work. This happened in the afternoon of the day in question. Witness knew Warder Savage, but he did not strike the prisoner. It was the defendant. Next morning he was working in the same yard as deceased, who was carrying stones. While so engaged he sat down, lay back and became unconscious. Then four prisoners carried him away, and afterwards witness saw his corpse.

Cross-examined—Defendant held the baton in his right hand, and some distance down. Deceased had just put down the shot when he was struck. He was not standing upright at the time. One blow was struck on the small of the back, and then deceased was prodded lower down on the side. Witness was on the side of the deceased, and some seven or eight paces distant. There were probably some two or three prisoners between him and deceased. He was sitting down picking oakum at the time. The warder generally stood on a platform until he saw something wrong, when he got off. He had been off the platform between fifteen and thirty minutes when the blow was struck. He always struck prisoners in that way. During the time he had been off the platform only the prisoner was struck, but during the morning two or three were struck. Witness was struck on the neck with a cord. He had been in gaol three weeks

and every warder had struck him. Defendant had struck him two or three times. He had complained to Mr. Craig about it. The work in gaol was very hard, but he could not complain at being kept at it because he was in prison.

Mr. Grist—You've told us this is a frequent occurrence, this striking of prisoners by warders. What makes you remember this particular instance?

Witness—Because in that quarter of an hour deceased was the only man struck.

Mr. Grist—How many men did you actually see struck that afternoon.

Witness—Several.

Lau Wai, another prisoner, remembered seeing deceased faint. On the previous day he was struck by the defendant while lifting shot. When he became unconscious the defendant called four men to carry him away.

Cross-examined—Witness was facing deceased when he was struck. Others were struck on that day, but they had since been released. Many prisoners were struck in gaol by all the warders. Witness had not been in a cell with the last witness, neither had he been in communication with him.

The gaol interpreter stated that he interpreted in the gaol hospital when the assistant Superintendent of Prisons took the statement of deceased.

Warder George Savage said he remembered deceased falling down in the lower yard on the morning of September 25th. At that time witness was in charge of the gang in which deceased was working. He was carrying stone. Witness had him removed to the gaol hospital. When the prisoner fainted defendant had just appeared to relieve witness.

Cross-examined—Witness went on duty on the afternoon of Monday 24th at 1 p.m. and went off at 6 o'clock. He was in charge of prisoner from one o'clock until 4.30 p.m. During that time prisoner went on with his work and made no complaint. On the following morning witness again took charge of him at 7.55 a.m., and there then appeared to be nothing the matter with him. During the time he was on duty witness did not see deceased struck.

Re-examined—If deceased had fallen down, or had been struck during the time he was in the lower yard, witness must have known it.

Case adjourned.

The hearing of the charge of manslaughter preferred against George Street, a warder in Victoria Jail, was concluded before Mr. H. H. J. Compertz at the Police Court on October 11th.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. E. J. Grist (of Messrs. Wilkinson and Gris) appeared for defendant.

Warder W. J. Wilkinson was called for the defence. He said on the evening of Monday, 24th September, he was in immediate charge of all the prisoners. During the night he patrolled the prison, and if a prisoner had a complaint to make he had every opportunity of making it to witness. There was no complaint made on the night in question.

Cross-examined—Witness went on duty at 5.45 p.m. and came off at 5.30 a.m. During that period the prisoners were locked up in their cells. He did not go into each cell during the night, but if he heard a noise he looked into the cell from which it came. He did not look into deceased's cell that night.

Warder Charles Wilks stated that he went on duty at 5.30 a.m. on the morning of September 24th and remained on until 6 p.m. that evening. He gave deceased his meals. At 4.30 that afternoon he supplied prisoner with food, which he ate. No complaint was made by him.

Cross-examined—He issued supper to 45 prisoners on that evening, being accompanied by two prisoners who carried food. It was the custom for one of the carrying prisoners to hand each of the men in the cells his food. Witness then went round and inspected the tins, which were passed out by the prisoners.

Re-examined—In every cell there was a bell, so that every prisoner had an opportunity of ringing up if he was ill.

Warder A. William said he fed deceased on the morning of September 25th, when he ate all his breakfast. He made no complaint, and appeared to be in the best of health and spirits.

An Indian warder said he was on duty where hard labour was done in the gaol on September

24th. Defendant also was there, and deceased was doing hard labour. Witness did not see anybody strike him.

Cross-examined—If a prisoner went wrong while doing shot drill, the warder who saw his mistake would correct him. Deceased learned the drill very well. Warders had no authority to strike a prisoner with their batons, and witness had never seen it done.

His Worship committed defendant for trial at the Criminal Sessions.

HONGKONG CORINTHIAN YACHT CLUB.

The annual meeting of the Hongkong Corinthian Yacht Club was held at the Club House on Oct. 8th. Dr. F. Clark (commodore) was in the chair, and there were also present Messrs. E. M. Hazeland (vice commodore), W. Howell (treasurer), M. McIver, L. Guy, E. G. Jordan, F. P. Lenfesty, J. Logan, T. Blair, J. D. Melvin, F. Lammert, F. W. White, A. McIrdy, S. M. Thorne, M. A. Souza, R. Henderson, J. McCorquodale and Captain Casey.

The Commodore stated that the Club had reason to congratulate itself on a very successful season. The Championship was won by *Hibernia*, with *Gael* second. The commodore's Cup was won by *Asthore*, also the *China Mail* Cup, the *Hibernia* Cup and the Cup in the V.R.C. regatta, while the *Nina* won the Vice-Commodore's Cup. *Asthore* thus won four prizes during the season, and showed herself to be the best of the fleet. The gratitude of the Club was due to the several members who presented books and photographs for the use of members and the adornment of the building. Mr. Reddie presented a lot of books, Mr. Howell a number of photographs, Mr. Gibson presented wood for the building and the landing stage, while Mr. Hazeland very generously did not inflict any architectural fees (applause). The membership now numbered 175, and for a young club this was a very fair record. The balance sheet showed the total receipts for the year to be \$4,671.20 and the total expenditure \$4,677.87. Before moving the adoption of the accounts, he gave members an opportunity to ask questions.

None were asked, and he moved that the balance sheet as presented be adopted.

Mr. HAZELAND seconded, and the motion was carried.

The Commodore stated that now, unfortunately, members had to consider a question which was not so cheerful. In conjunction with many others they had suffered damage in the recent typhoon, and that damage could not be covered by a less sum than \$600. The committee suggested that the yearly subscription should be increased from \$5 to \$10. They thought it better to alter the rules straight away rather than tinker with other methods of raising money. They wanted to hear the opinion of members on the subject, and then hold another meeting in ten days' time.

Mr. HOWELL thought members would agree that \$5 per annum was a nominal sum. The senior yacht club paid \$24 per annum and an entrance fee. There was no entrance fee so far to the Corinthian club, and he trusted there never would be. He thought \$10 a year a reasonable sum, and that from the increased subscription it would be possible to recuperate their losses, and place the Club in a good financial position.

The Commodore proposed that steps be taken to call a further general meeting to alter rule 6 so that it should read that members pay an annual subscription of \$10 in lieu of \$5 as at present.

Mr. HOWELL seconded, and the motion was agreed to.

At that general meeting it was decided that other necessary alterations should be made in the Club rules.

The election of officers for the ensuing year was proceeded with, and resulted as follows:—Dr. Clark, commodore; Mr. Hazeland, vice-commodore; Mr. Guy, secretary; Mr. G. Williams, treasurer; Mr. Craik, official measurer; and Messrs. McIver, Gibson, Hands and McKirdy, committee.

A vote of thanks was proposed by the Commodore to those members who had worked so hard in the interests of the Club during the past year, especially Mr. Howell, who had devoted many hours to the accounts.

The vote was carried by acclamation and the meeting terminated.

DOCK CARPENTERS STRIKE.

HIGHER WAGES DEMANDED.

The Dock Company is now sharing in the labour troubles which have beset other institutions since the recent typhoon. Since that calamity the pressure of work at the Dock has been very great, and employees are now kept going, probably as fast as has ever been known in the history of the Company, to fulfil orders. Just at this inopportune moment—very opportune for them—the carpenters have demanded higher pay, and in default of compliance with their wish, a general strike is threatened. Notice to this effect was given on Wednesday, but yesterday no work was done as the men's demand had not been met.

At present the number of carpenters employed at the Kowloon Docks is stated to be upwards of 200. They receive a wage of 60 cents daily, and now refuse to continue work unless this is increased by 15 cents, making the daily wage 75 cents. It is anticipated that a compromise will shortly be effected, as loss of time at present must mean loss of money to the Dock Company.

The carpenters at the Kowloon Docks have not yet resumed work, and there appears to be very little prospect of their doing so unless their wishes are met. The demand for this class of artisan is at present great, and it is said that many of the Dock carpenters who struck, are now receiving a higher wage elsewhere.

The number of carpenters employed at the Docks is nearer 500 than 200, as previously stated, and of this number, only about 30 of the foremen did not join the strikers.

SWIM ACROSS THE HARBOUR.

A GUNNER WINS THE RACE.

Considerable interest was taken on the 6th October in the swimming race across the harbour for prizes presented by the *China Mail*. The race was from the police pier on the mainland to Blake pier, and the starters were J. Witchell, N.H. Alves, A. V. Barros, Gunner Brotherton and Trumpeter Grant, both of the 87th Company.

The starters got a good send off and Alves immediately worked his passage eastward. Barros went towards the west while the other three kept together in the centre. When about 200 yards had been covered Witchell swam towards Barros and shortly afterwards Brotherton followed him. For the next couple of hundred yards Alves led, Grant being in second place and the other three some distance in the wake of the foremost. Increasing his pace, Brotherton passed Witchell and gained a lead of about ten yards on him. Then he overhauled Alves, and when half way across had a lead of about 20 lengths. Grant was then swimming in second place, with Witchell and Alves close behind, while Barros was about 100 yards in the rear. Brotherton continued to increase his lead, swimming the Trudgeon stroke all the way, while the others, with the exception of Grant, used mostly the over arm stroke. When two thirds of the distance had been covered it was apparent to all that the race was Brotherton's, his lead on the other competitors being too great for them to overhaul him. In the final stages Barros overtook and passed Witchell and Grant, taking second place, the latter being third. The following is the order of finish, together with the times of the placed men:—

Brotherton, 27 min. 42½ secs...	1
Barros, 29 min. 30½ secs ...	2
Grant, 29 min. 41 secs ...	3
Witchell ...	0
Alves ...	0

On Blake pier after the race Mrs. W. H. Donald presented the prizes to the first and second men. To Gunner Brotherton, the winner, she handed a handsome cup, and to A. V. Barros, the runner-up, a gold medal.

After the presentation cheers were raised to the lady and to the donors of the prizes.

TYPHOON NEWS.

MISCELLANEOUS.

In Shanghai shipping circles it is currently discussed that, owing to the scarcity of lighters in Hongkong harbour, one of the great shipping firms has ordered a number of the firm's disposable lighters to be towed down from Shanghai, thus replacing those that have been wrecked or foundered. Another leading firm of ship-owners is believed to have placed a fairly good order with the Shanghai Dock and Engineering Co., Ltd., for a number of lighters to be towed down South as soon as ready. They also are intended to replace the crippled floating plant of a firm whose mainstay is the large fleet of vessels whose operations in the East they control, either in the capacity of agents or as general managers.

No. 2 Police launch has been successfully refloated and brought to Hongkong from Pak-shawan. Ah King was the saver.

The inside of the inner line of buoys in the Kowloon Naval Anchorage is dangerous to launches on account of sunken wrecks of junks and other craft.

On October 8th Mr. G. P. Lammert, auctioneer, offered for sale the wreck of the s.s. *Win chai* as she lay on the rocks off Samshui, together with anchors, gear, etc., on board. There were a number of Chinese in attendance, and bidding which opened at \$9,500 rapidly increased by \$5 0 and \$1,000 rises to \$14,500, at which price Mr. Yeung Fu-sang became owner of the wreck.

The typhoon has not been without its humours. It is reported that the owners of a lighter which is under a steamer ashore on the Kowloon side wrote requesting the owners of the steamer to remove it so that they could save their lighter. The owners of the vessel, entering into the joke, replied with a request that the lighter be removed in order that operations might be begun for getting the steamer off. And there the matter rests.

At the Central Sanitary Office on Oct 11th Hon. Dr. Atkinson conveyed the thanks of His Excellency the Governor to all the inspectors who had been so diligent in carrying out the extra work caused by the recent typhoon.

Two lighters were towed from Shanghai by the *Wingsang*, which arrived on October 11th.

HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions.

Already acknowledged \$90, 51.72

Russo Chinese Bank	2,000
The Portland Flouring Mills Co.	
\$1,000	1,869.16
Osaka Shosen Kaisha	1,500
China Traders Insurance Co. Ltd.	1,000
S. J. David & Co.	1,000
Eastern Extension Australasia and	
China Telegraph Co. Ltd.	1,000
Great Northern Telegraph Co.	1,000
Hongkong and Whampoa Dock Co.	
Ltd.	1,000
Meyer & Co.	1,000
Union Insurance Society of Canton	
Ltd.	1,000
Officers, non-commissioned Officers	
and men Hongkong Volunteer	
Corps	775
Dr. J. W. Noble	500
Johnson, Stokes and Master	250
J. R. Michael	250
National Bank of China	250
Hon. Mr. Edward Osborne	250
M. J. D. Stephens	250
Officers and Ship's Company H.M.S.	
"Tamara"	163.30
Collected by "China Mail" Ltd.	105
Captain, Officers and Ship's Com-	
pany H.M.S. "Flora" 211.3	100.27
W. Meischke Smith	100
E. C. Ruy	100
H.M.S. "Alacrity"	50
A. Brooke Smith	50
T. S. Forrest	50
F. A. Gomes	50
Society of St. Vincent de Paul	50
X.	50
Captain and Officers, H.M.S.	
"Prometheus"	45.90

Collected at Church of England	
Military Parade Services	36.50
Lewis Plummer	35
Officers Royal Naval Hospital	33
Collected by "China Mail" Ltd	31
Deputy Inspector General T. D.	
Gimlette	30
Rev. G. Searle	30
Capt. S. H. Belson	25
H. H. Gompertz	25
L. N. Leefe	25
Collected by "China Mail" Ltd.	24.86
Patients, Officers and Men Royal	
Naval Hospital	21.40
J. J. Eitzen	20
George Hastings	20
Rev. Arthur J. Stevens	20
A. S.	20
Sick Berth Staff Royal Naval	
Hospital	13
Chinese Staff Royal Naval Hospital	12.65
Rev. T. Genahr	10
J. E. Gresson	10
Spencer Hough	10
P. S. Jameson	10
Omar Kitchell	10
A. Morfe	10
Ronald G. Munro	10
Rhenish Missions Girls' School	10
W. W. G. Ross	10
W. G. Stackwood	10
L. F. Tegner	10
Mrs. E. C. Wilks	10
W.	10
Indian Police Royal Naval Hospital	7.50
City Hall	7
Rev. R. Hannu	5
O. Meyer	5
Mrs. Edward Osborne	5
Rhenish Mission Church	5
A. Zorostrian	5
Chan Hoo	3
M. W. Bishop	2.50
C. Miller	2.50
Naval Store Officer's Department	
Naval Yard	55
Deputy Victg. Store Officer's	
Department Naval Yard	
F. I. Gelsthorpe	820
P. R. Adams	
A. Blowey	5
W. Wolfe	4
H. Warmington	3
J. R. Knight	5
Secretary & Cashier's Department	
Naval Yard	40
Deputy Expense and Officer's	
Department Naval Yard	
H. W. Clothier	20
J. E. A. Rees	5
B. L. Palmer	5
L. C. Xavier	3
Wong Shui Kwong	2
Ng Fai	3
Lui Man Shui	2
Audit Officer's Department, Naval	
Yard	13
The following amounts received from	
the Tung Wah Hospital:—	
The Chinese Community in San	
Francisco	10,000
H.E. Viceroy Shum of Canton	6,000
Oi Ynk Charity Institution, Canton	3,000
Kwong Chai Hospital, Canton	3,000
Shung Ching Charity Institution,	
Canton	2,000
Kwong Yan Charity Institution,	
Canton	1,000
Fong Pin Hospital, Canton	1,000
Shuet Shin Charity Institution,	
Canton	1,000
Kang Wu Hospital, Macao	1,000
Namhoi Pit Sui	1,000
Yuen Fat Hong	1,000
Lau Siu Cheuk	1,000
Liu Po Kwo Chai	1,000
Yu Hing Opium Farm	600
Tang Chi Ngan	500
Sing Wo Company	500
Yan Wo Company	500
Chap Sing Company	500
Hop Hing Hong	500
Kung Yuen	500
Ho Tung	500
Lau Chin Ting	500
Wing Cheong Fat	500

Wo Fat Shing	500
Chui Tak Loong	500
Lau Chu Shi	500
King Tai Loong	400
Ng Yuen Hing	400
Man Fat Company	400
Ho Kom Tong	200
Sperry Flour Co.	500
Deacon, Looker and Deacon	250
Douglas Lapraik & Co.	250
Java-China-Japan Lijn	250
A. and S. Hancock	200
Chief Engineers Department, Naval	
Yard	132.70
H. Ehmer	100
Japanese Benevolent Society	100
Drs. Jordan, Forsyth and Grone	100
N. N.	100
Staff and Pupils Yaumati Govern-	
ment School	67
European and Indian Naval Yard	
Police	62.78
Native Officers and Men 119th In-	
fantry	60.40
G. W. Eves	50
G. N. Orme	50
Superintending Civil Engineers De-	
partment, Naval Yard	50
Chinese Y.M.C.A.	46.26
George Falconer & Co.	30
Geo. Keebe	25
Collected by "China Mail" Ltd.	20
Officers and Ship's Company, H.M.S.	
Robin	20
H. C. Sandford	20
F. H. Thomas	20
H. A. A.	10
J. R. Boyes	10
F. C. Kendall	10
Prof. Dr. Marc Dufour, Lausanne	10
J. Matsubara	10
John Meek	10
R. Nicholson	10
L. Evans	5
E. G. Ferguson	5
Alan S. Fraser	5
L. Gange	5
F. H. Pentyross	5
Collected at Church of England	
Military Parade Services	2
Sergt. Sandell, R.M.L.I.	30
Amoy Community:—	
F. B. Marshall	\$250
Lim Nee Kar	200
P. E. O'Brien Butler	100
Pasdag & Co.	100
Yap Tico	100
Mitsui Bussan Kaisha	100
Teah Eek Say	100
Kung Phoe Chun & Co.	80
Khoo Ewa Chye & Co.	60
W. H. Wallace	50
A. F. Gardiner	50
Yap Tamco	50
Siu Liong	50
H. Mc ongall	50
Chew Boon Tian & Co.	30
L. I. Thomas	25
W. Barton	25
D. MacHaffie	25
I. K. Hall	25
U. S. Consulate	25
S. Shigenaga	25
Osaka Shosen Kaisha	25
Ong Pek Liong	25
Kung Tsung Yao & Co.	25
W. H. Howard	25
Kian Hin	25
T. G. Gowland	25
Kung Tsung Tin	25
Yap Chong Loon	25
P. J. Petigura	25
Hock Ho Choon	20
L. P. Gum & Co.	19
E. Stevens	10
W. Duncan	10
C. Merz	10
S. Hanisch	10
R. de Nully	10
S. Wright	10
C. Whitfield	10
H. S. Spurge	10
Ong Mah Choa	10
Tee Kiang Huat & Co.	10
Lim Bian Lee & Co.	10
Kua Seng Watt & Co.	10
Tan Hway Loon	10
Kung Tsung Seng & Co.	10

Tan Hiap 10	Hing Kee 200	Lo Lim Yeuk... .. 100
Tan Tiang Seng 10	China Merchants S. S. Co. 2 0	Lo Hoon Chung 100
Tan Thien Khit 10	Hang Kee Hong 150	Yuen On Insurance Company 100
Tan Eng Soon... .. 10	Joo Tek Seng 150	Tung Foo Tai... .. 100
See Ewe Song... .. 10	Kwong Man Cheong 150	Chu Wing Cheung 100
Lim Leong Eng 10	Wing Fat Hong 150	Tak Cheong Hong 100
Kiong Siong 10	Yuen Shing Fat 150	Yee Hing Tai 100
Lee Hock Siang & Co. 10	Kwong Tak Fat 150	Wing Yu Shing... .. 100
P. M. Sangar 10	Ming Shun Hong 150	Kwong Yat Hing 100
Yap Eng Siong 10	Shing On Hong 150	Look Hing 100
Lan Boon Khuay 5	Hip Wo Hong 150	Kwong Tsun Company 100
J. Sullivan 5	Wong Chung Pat 150	Shiu Fung 100
Wuchow Community 2,034	Tak Cheong 150	The Educational Association of China 100
H. Arthur 20	Kwan Hing Loong 150	Kwong Fung Wo 100
von Strauch 5	Choo Kwong Lan 150	Hang On Insurance Company 100
H. Sharples 5	Choo Foo Lan 150	Po On Insurance Company 100
L. Jones 5	Kung Yow Shing 150	Fook On Insurance Company 100
H. Tisdall 3	Chit Wo Hong 150	Wing Kee Coal Merchant 100
Huang Ping 2	Yu Yuk Chee 150	Sam Wang Company 100
Sze Tu Hi 1	Shu Yuen 150	Chan Shek Sun 100
Shih Wen Chang 1	Yat On 150	Cheung Woo 100
F. Heilman 5	Lai Chuen 150	On Wo Loong 100
F. N. Evans 5	Chan Ip Tong 150	Chai Cheong Loong 100
H. Clive 5	Wo Cheung 150	Fau Hong Hong 100
J. H. Pearson 3	Wong Cheung Wa 150	Wa Kee Hong 100
Edwards & Co. 25	Leung Pui Chee 100	Man Cheung Yuen 100
Hung 5	Yung Hin Pong 100	Kung Fat Yuen 100
C. Komaroff 5	Poon Yan Chuen 100	Lee Loong 100
M. Neubrunn 3	Tsang Sz Kai 100	Wing Cheong 100
N. E. Ford 3	Wu Hoi Chow 100	Kam Fat 100
Leung Foon Chung 5	Leung Ngau Pan 100	Fook Tung Chau 100
G. Wilse 5	Chen Yew Fung 100	Tung Sang Wo 100
W. Atkins 3	Chan King Wan 100	Shing Yuen 100
J. T. Pratt 25	Leung Ping Nam 100	Sun Shing 100
Rev. R. A. Jaffray 5	Chin Yu Tin 100	Kwok Ying Kee 100
Rev. Mr. & Mrs. Anderson 5	Chiu Chow Sam 100	Yee Tai Hong 100
Dr. Dansey Smith 5	Lau Chu Pak 100	Wing Cheong Shing 100
Three Missionaries at Alliance House 9	Chow Sin Ki 100	Shing Tak Fung 100
Chan Wan Chong 1	Ng Lee Hing 100	Yow Lan Hin 100
	Ho Ping Woon 100	Wo Fung 100
	Wong Shiu Tong 100	Yuen Fung Yan 100
	Wong Cheuk Hing 100	Wui Loong 100
	On Wing Chan 100	Ku On 100
	Kwan Mow 100	Wo Shing 100
	Kwong Yee Ying 100	Pom Loong 100
	Wei On 100	Compradors of Meyer & Co. 100
	Tse Shi Ping 100	Compradors of Melchers & Co. 100
	Kwok Shin Lau 100	En Cheong 100
	Kwan Tso Ching 100	Lai Hop Yuen 100
	Wan Tso Choi 100	Shun Hing 100
	Shum Pak Ming 100	Compradors of Hongkong and Shanghai Bank 100
	Cheung Tin Sou 100	Compradors of Dodwell & Co. 100
	Tan Kwai Pak 100	Cheong Hing Company 100
	Li Po Chun 100	Cheung On 100
	Lo Chea Ting 100	Yuen Tung Lee 100
	Chan Chik I & Chan Kung 500	Wing Shing Loong 100
	Shuet Shun Charity Institution (Additional subscription) 200	Fu Fung 100
	Kwan Yik Tai 150	Lai Hing 100
	Wo Chee Cheong 150	Tai Fung 100
	Fung Wa Chuen 100	Yeung Shing Hospital, Canton 100
	Choi Lup Chee 100	Lai Kow Chung Tong 100
	Choi Kwai Ng 100	Po Tai 100
	Pang Chin Wan 100	Yan Cheong 100
	Chun Cheong Wing 100	Chan How Tsik Tong 100
	Tun Wo Hong 100	Tse Yam Chee 100
	Chuen On Insurance Company 100	Tam Chung Shu Tong 100
	Man On Insurance Company 100	Tai Luk 100
	Wong Lup Kee 100	Mow Cheong Loong 100
	Tung On Insurance Company 100	Kwai Mow Hong 100
	Cheong Shing Loong 100	Shum Tai 100
	Cheong Shing Hong 100	Tung Hang Yu 100
	Compradors of Netherland Trading Society 100	Man Sang Tong 100
	Kee Fung Hong 100	Hing Tai 100
	Yee On Insurance Company 100	Kwong Cheong Tai 100
	Yan On Insurance Company 100	Sun Hing 100
	Tak Sing Hong 100	Wong Kam Fuk 100
	Hip On Insurance Company 100	Tin Yuen 100
	Wo Kee Hong 100	Chin Cheung 100
	Wing Sun Hong 100	Lo Fung Kee 100
	Lee Yik 100	Yu Shing Loong 100
	Kwong Hee Shing 100	Ho Kan Pan 100
	Kwong Hing Hong 100	Ho Kwan Lai 100
	Wo Hing Tai 100	Wai On Cheung 100
	Chan Foo Chan 100	Wong Po Chuen 100
	Wo Hing Chan 100	Tai Shing Paper Mill 100
	Yuen Shing Company 100	Yat Cheong 100
	Yuen Sing Hing 100	Mak Oi Yat Tong 100
	Shun Tye 100	Yan Yeuk Tong 100
	Tin Sun Cheong 100	Li Chung Lim 100
	Mrs. Lam Fu Shi 100	Tung Hing Loong 100
	Poon Cheung Cho 100	Tak Hing 100
	Po Mo Shau 100	Kwong Shing On 100
	Lun Cheong Shing 100	Wing Wa Kee 100
	Sang Kee Company 100	Yu Wo Fat 100
	Ku Wing 100	Po Hing Cheong 100
	Wai Sun 100	Po Sang Cheong 100
The following amounts received from the Tung Wah Hospital:		
Wai Hang Charity Institution 1,000		
Wai Chun Charity Institution 1,000		
Yu Shin Charity Institution 500		
Telegraph Company, Shanghai 500		
Lau Yu Fong 500		
Lo Koon Ting 300		
Sin Tak Fan 300		
Leung Ting Fong 300		
Cheung Yung Nam 300		
Cheung Hung Nam 300		
Chan Tin Sun 300		
Kwong Mow Tai 300		
Kwong Wing Shing 300		
Tak Wo Tong 300		
Lam Chuen Tai Kong Kung Tong 300		
Wang Hing Tong 250		
Sui Kut Bank 250		
Leung Yan Po 200		
Wong Ki Sam 200		
Fung Chun Yuen 200		
Kwok Yick Chee 200		
Fung Kang Wu 200		
Leung Lok Sang 200		
King Wo Hong 200		
Sing Hop Cheong 200		
Ming Yu Tai 200		
Kung Wo Hong 200		
Nam Yung Company 200		
Ming Sun Bank 200		
Shing Tak Bank 200		
Tung Tak Tai 200		
Li Shin Hing Tong 2 0		
Chinese Merchants in Manila 1,000		
Chinese Merchants in San Francisco 1,000		
Sheung Ip Yink Kow Shea 1,000		
Tung Kee Shipping Company, Shanghai 500		
Chinese Merchants in Wei Hai Wei 500		
Tung Shin Tong, Sydney 450		
Mrs. Chan Kam I 300		
Kwong Hop 300		
Man Fat Yuen 200		
Kam Fung Yu 200		
Mrs. Au Lo Shi 200		
See Woo 2 0		
Wa Hing 200		
Sincere & Co. 200		
Yu Fung 200		
Tung Kee 200		
A Tack & Co. 200		
Compradors of Butterfield & Swire 200		
Mrs. Chang Lam Shi 200		
Shun On Fook 200		
Wing Tung Kut 200		

Wing Chun Wing ...	100
Ip Kwong Toi Tong ...	100
Mrs. Lan Cheung Shi ...	100
Chu Pix Tung ...	100
Cheong Shing ...	100
Kwong Tung Fook ...	100
Chen Kwong Company ...	100

Total to date. ... \$191,850.70

THE HONGKONG TYPHOON.

SUPPLEMENT TO THE SIKAWEE DAILY
WEATHER CHART, No. 92

September 30th, 1906.

The interest with which our report of last Saturday has been received, encourages us to publish new particulars, very kindly sent us, especially as these documents will enable us to give a definitive track of the storm. We beg the captains who have so kindly sent in their reports to accept our best thanks.

The earliest exact position of the cyclone is signalled in the report of the U.S.N. auxiliary transport *Cassa*, communicated by Mr. Alb. B. Randall, chief officer.—It agrees quite satisfactorily with the warning issued by the Observatory here on the 16th, according to which the centre had been making for the S. of Formosa. The *Cassa* had left Cavite (Bay of Manila) for Shanghai on the 13th. The ship's barometer, a first-class one, was showing practically the same pressure as that of the standard of Manila Observatory.

All went on smoothly until the evening of the 14th. At 10 p.m. a light N.N.E. breeze arose but soon abated, the sky became overcast and threatening. At midnight, the wind again blew from N.N.E., then backed slowly to N.W. at 3 a.m. (15th), and W.N.W. at 8 a.m. Afterwards the wind blew with short squalls, which gradually increased from force 2 to 4. At dawn, a very distinct north swell was noted.

These two remarks we insist upon, for slight as they were, they undoubtedly gave the earliest signs of the coming typhoon. This shows how long in advance a careful navigator can be put on his guard against an approaching danger. The report signals, during the morning and a part of the afternoon, a sky heavily overcast to the Eastwards, bright and sunny over the west horizon: this was the typhoon bank or mantle well known to the navigators.

On the 15th, at noon the ship was found in lat. 19 degrees 53 min. N. and Long. 120 degrees 20 min. E., nearly eight-four miles north of Cape Bojador (Luzon). At 4 p.m. the wind was steady from north-west, freshened to force 7. The barometric tide could still be observed, but at 8 p.m., the mercury began to fall with oscillations estimated about 0.03; the wind freshened and veered to N.N.W. She was forced to steer south-west, to go away from the centre.

At midnight, she was forty miles N. 5 degrees E. of her noon position, viz., eight-two miles west of Batan Island. The following are the observations concerning the passage of the centre:—

Date	Bar.	Wind.	Weather.
15th			
Noon	29.73	W.N.W. 4	0.9
4 p.m.	29.63	N.W. 5	0.9
6 p.m.	29.67	N.W. 7	
8 p.m.	29.66	N.N.W. 7	2.9
10 p.m.	29.57	N.N.W. 7	2.9
Mtt	29.36	N.N.W. 7	2.9
16th			
1 a.m.	29.36	N.W. 11	0.29
2 a.m.	29.37	W.N.W. 11	0.29
3 a.m.	29.40	W. 11	0.29
			Sea.
4 a.m.	29.46	S.W. 10	confused
6 a.m.		S.S.W. 10	
8 a.m.	29.58	S. 9	

On the morning of the 17th, a heavy west swell was observed along the shore of the South Cape of Formosa. The reporter says that the continuous rain which fell from the evening of the 15th to the 16th, was the heaviest downpour he has experienced in his life.

The experience of the *Cassa* clearly shows that the centre passed between that ship and the South Cape of Formosa, on September 16th shortly after 1 a.m.

Another not less important document, is the report of Capt. T. D. Andrews, R.N.R., com-

manding the P. & O. S. *Delhi*, which was just entering the passes of Hongkong, with the London mails, when the typhoon burst upon the Colony. One thing only was left out of the Captain's report, which we must mention; the clear-sighted and unerring way in which he saw the coming danger. We know from a note of the passengers, that long before the very first squall, all was tied up and ready on deck to weather the hurricane. Now, of course, since leaving Singapore, Captain Andrews had received no signal of any kind. The report simply says: September 18th, 4 a.m., "Wet sunrise, hard clouds, greenish sky, north-east swell; short intervals." He was then to the South of Gap Rock where the swell must also have been felt, even probably on the 17th in the afternoon. The light house was reached at 7h. 46m. a.m. The preceding day's report calls for but one remark; on the 17th at noon, a distinct E.N.E. swell was noted, the wind blowing South force 2. She was then by 17 degrees 58 min. North and 111 degrees 35 min. E. that is about 420 miles from the vertex that was rushing towards Hongkong. It is not until the next day, 18th, 4 a.m., that the breeze veered to West with occasional squalls. The *Delhi* dropped anchor, not far from Green Island, when the wind freshened to hurricane force and the rain fell with blinding violence.

OBSERVATIONS ON BOARD THE P. & O. S. "DELHI."

Near Hongkong, September 18th, 1906.

Hour	Baro. (Corrected)	Dir.	Wind Force.	Remarks.
Midnight	29.82	Var.	1	Cloudy. Passing squally.
1 a.m.	29.78	W.	3	Rain overcast. N.E. swell.
7 a.m.	29.76	N.W.	4	Squally. Rain.
8 a.m.	29.70	N.W.	4	Wind increasing rapidly.
9 a.m.	29.65	W.N.W.	6	Blinding squalls of great fury.
9.30 a.m.	29.41	W.N.	8	Fierce storm of wind, rain and spray.
10 a.m.	29.24	W.S.	10	Storm abating.
10.30 a.m.	29.31	S.W.	10	Moderate. Violent rain squalls.
11 a.m.	29.41	S.W.	10	
Noon	29.61	S.	8.7	

Lowest reading: 9 hour 45 minutes: 29.14.

So, the centre passed to the North of the *Delhi* between 9.45 and 10 a.m.

The accounts published in the newspapers make it unnecessary to expatiate on the description of the storm.

In a former note, extracts from the log of the French mail s.s. *Océanien* Commander Courret, were given. The registering barometer's curve shows that the minimum of pressure took place about 2 a.m. on the 18th. The centre consequently must have passed to the South of that ship a little earlier. Assuming that she was a few miles South-west of Breaker Point, we find that it took the vortex eight hours or nearly so to cover the distance of forty-five miles between the French and English mails. Our first estimate worked out of fewer data had given a velocity of 13.7 miles; we now find 14.3 miles an hour.

The passage from Formosa to Hongkong is much more accurately known. As we have said, the centre must have passed about ten or twelve miles North of the *Cassa*, on the 16th about 1.15 a.m. It passed North of the *Delhi* and very near her, on the 18th, about 9.45 a.m., having therefore travelled 380 miles in 56 hours, the mean velocity is 6.7 miles per hour.

The conclusions of the preceding note are therefore to be kept with the few alterations shown by the above quoted figures. The typhoon of the 18th was formed in the South

part of the depression signalled on the 15th and 16th coming from the Pacific towards Formosa. The velocity, checked by the struggle against the very high pressures of the North, went increasing, as the centre was coming nearer to the coast; the track was approximately W.N.W. or W.N.; the swell was noticed at 420 miles' distance on the China Sea.

We cannot go further: we should here make a study of the reports sent by the commanders of the s.s. *Helena* (U.S.N.), *Moyune*, *Luchow*, *Kalgan*, *Kanchow* and *Poona*; but we are not in a position to do so for want of time. We must content ourselves with thanking the captains for their kindness waiting for the opportunity of a more detailed study.

S.S. "TEAN" IN A TYPHOON.

Captain A. Sommerville, master of the B. & S. s.s. *Tean*, has obliged us with the following account of her experiences in the typhoon of September 27th and 28th:—

Lat. 20 degrees 05 N. 116 degrees 41 E.
s.s. *Tean*.

The China Navigation Company's s.s. *Tean* left Hongkong for Manila on Wednesday September 26th. At that time notice of a typhoon had been given, the storm being East of the Philippine Islands and travelling West. It was such a distance away and would probably pass South of Manila, no danger from it was anticipated. At midnight Wednesday, the barometer stood at 29.91. Ther. 82. Wind E.N.E. Force 3. Very fine weather. At noon on Thursday, the weather still had a fine look, but the wind was freshening from the N.E./N. Bar. 29.81 Ther. 80. Wind Force 4. Lat. 20 degrees 01 N. Long. 115 degrees 51 E. Between noon and 4 p.m. the barometer fell rapidly—the wind shifted to N.N.E. and the weather looked very threatening. Made everything fast about the decks, doubly lashed awnings, cattle fittings, etc. Bar. 4 p.m. 27th 29.69. Ther. 80 Wind N.N.E. Force 5. At 6 p.m. observed light cirrus clouds floating high up in the sky. Knowing this to be an almost certain indication of an advancing storm, and being uncertain as to the direction of the movement of the storm centre, I decided to heave to and await developments. The barometer fluctuated slightly between 6 and midnight, recording 29.60. Then ran to the South East 12 miles in order to have a good clearance of the Pratas Shoals and then have to again at 1 a.m. the barometer falling rapidly, 1 a.m. 29.51. The gale from this time rapidly increased in force with heavy driving rain squalls and the sea steadily rising, the wind remaining at N.N.E. The subsequent readings were:—4 a.m. 29.44; 9 a.m. 29.30; 2 p.m. 29.00; 7 p.m. 28.85; 5 a.m. 29.42; 10 a.m. 29.27; 3 p.m. 28.96; 7.10 p.m. 28.82 (the lowest reading); 6 a.m. 29.40; 11 a.m. 29.25; 4 p.m. 28.93; 7 a.m. 29.37; Noon 29.14; 5 p.m. 28.99; 8 p.m. 28.91; 8 a.m. 29.35; 1 p.m. 29.04; 6 p.m. 28.87; 9 p.m. 28.96; 29.04 at 10 p.m.; 29.10 at 11 p.m.; and 29.16 midnight, the barometer rising very rapidly afterwards. At 4 p.m. 28th the wind and sea, which had been very terrible previously, started to moderate—but as the glass was still falling, we concluded the centre of the storm was near (Position 20 degrees 05 M. 116 degrees 40 E.). At 5 p.m. 28th, scarcely any wind. The sky cleared overhead and the sun shone out but very heavy misty clouds towards the horizon. Another curious fact was that high upon the clear was an advancing arch of cirrus clouds followed by strata coming from the S.S.E. and we estimated the centre to be in that direction possibly two or three miles away. The sea was curiously lumpy and we observed many fish of about three feet in length, being as it were thrown out of the water by these little pyramids of sea caused through the meeting of opposite seas. Hundreds of small land birds were also seen flying about, some of which alighted on the ship and were caught. The wind giving indications of shifting to the Southward, I concluded we were in the Northern centre of the storm, and issued orders to drive to the Eastward as hard as possible, as it was obvious the storm was passing a short distance South of us. The wind started again from the E.S.E. at 6.30 p.m. At midnight the wind was S.E. blowing with tremendous fury, and the sea being very terrible as we passed round the

receding quadrant of the storm, in fact we all thought that it was even worse than when facing the advancing quadrant. At 4 a.m. on the 29th the wind moderated somewhat, and by 8 a.m. we were enabled to lay our course, and continued our voyage to Manila. The ship behaved splendidly during the storm, suffering no damage whatever and all on board were loud in their praises of the sea-going qualities of the vessel.

CANTON.

(FROM OUR CORRESPONDENT.)

October, 3rd.

EXTRADITION.

Colonel Young Hong Peau was yesterday deputed by Viceroy Shum to proceed to Hongkong to apply for the rendition of Chan Ah Woon, who murdered four boat people in the Pei Chung village, Nam Hoi District.

FAMINE IN KWANGSI.

Terrible famine is expected in Kwangsi. It has already commenced in several districts. In order to save the lives of thousands of people, Viceroy Shum and the Governor of Kwangsi cabled a joint memorial to the Central Government explaining the seriousness of the distress which has started in Kwangsi and suggesting the use of 200,000 taels of the foreign indemnity from the treasury as a relief fund. No reply has been received from Peking yet. It is doubtful whether the Throne will sanction the request.

KILLED BY ELECTRICITY.

On the night of the 1st instant a servant of the Wing Kut piece goods shop was removing an electric lamp from the counter to a table in the centre of the shop when suddenly he shouted "save life" and immediately after dropped down dead. It was afterwards discovered that the rubber covering of the wire had worn out.

FIRE ALARM.

At about 11 a.m. to-day an alarm of fire was spread on the Shameen and the fire engine immediately turned out. It was afterwards discovered that one of the chimneys of Reiss & Co. had caught fire but was shortly put out.

YUET-HAN RAILWAY.

Taotai Cheang To-chai, President of the Railway Company, had a personal interview with Viceroy Shum a few days ago. It is said that in the interview the president implored His Excellency to permit him to resign from the responsible position on account of old age and to return to his native village in the Henng Shan district to bury his mother. Viceroy Shum said "I have no objection to your resigning the position, provided you can obtain the consent of the directors of the Company."

OFFICIALS EXPECTED TO LEAVE FOR

YUN-KWEI.

Viceroy Shum has memorialized the Throne that he desires to take the following ten officials with him to Yuen-Kwei:—Ko Yee im, Yew Shew Shu, Wen Tsung Yao, (Taotais) Wong Shing Ling, Fung Ka Sik, Woo To Yuen (Expectant Prefects), Wong Woo, Ko Fung Kee, Ting Ping Lan and Chu Cho Yam (Expectant Magistrates).

TO COIN DOLLARS AT CANTON.

The Board of Revenue at Peking has instructed the local authorities to inform the manager of the Canton Mint not to turn out any more subsidiary coins as they are forwarding stamps to coin dollars.

REGISTRATION OF IMPORTS.

Chang Pei Shi, Minister of agriculture, mines and railways, and Cho Shew Chok, interviewed Viceroy Shum yesterday. Their mission was to request His Excellency to abolish the registration of goods imported by inland merchants at the Native Customs in the interior. They say that this registration is unnecessary as full duty has already been paid and only causes great inconvenience and trouble to the merchants. The registration fee is only a nominal sum of a few cash but very frequently the employees of the shops forget to register the importation of goods and the Native Customs officials impose very heavy fines. They trust His Excellency will consider the matter and abolish it before leaving Canton. They say that the merchants of Kwangtung Province will always be thankful and remember him if he would do them this favour. Viceroy Shum promised to attend to the matter at once.

October 5th.

PEKING TELEGRAMS.

Our local authorities received cable advices from the North that Viceroy Tuan Fang left Peking by train on the 30th ultimo, and that when he arrived at Hankow he had a long interview with Viceroy Chang Chi-tung. After staying in the latter place for a day he left for Nanking to take up his new appointment. Viceroy Chou Fu cabled that he would embark for Canton on the 10th instant and arrive here on the 16th. Taotai Sham will accompany him to Canton.

THE CANTANKEROUS CANTONESE.

Here is a translation of a Viceroyal proclamation issued yesterday:—"This proclamation is issued to inform the people that on the 24th ultimo a sailor of an American gunboat who was drunk at the time accidentally pushed an apprentice carpenter (Chinese) into the Canal. Fortunately the boy was immediately rescued and was not even hurt. The United States Consul General ordered \$10 compensation to be paid to the boy and reported the matter to the officer in command of the gunboat. The Commander discovered the sailor who committed the offence. The case was properly tried and the culprit was fined \$80 and sentenced to 10 days' imprisonment. It has come to my knowledge that some people have posted insulting placards in the city and others have sent circulars round with the object of instigating the people to create trouble. This really means transgressing the laws and is a very daring act on their part. In this particular instance the American sailor was drunk when he pushed the boy into the Canal. No doubt the sailor was wrong and the act was illegal. But the boy's life was saved and he was not hurt at all. Moreover the American Consul General had compensated the lad and caused the sailor to be punished. The matter has been justly dealt with. Even if you, people, are afraid that the sailors of foreign vessels should in future get drunk and repeat such acts and cause trouble to you, you should petition to me, and I will communicate the affair to the foreign Consul and request him to devise some means to prohibit the repetition of such acts. But it is illegal for you to clandestinely post those insulting placards and print and circulate expresses convening meetings to create trouble. I believe those placards and expresses were posted and circulated by people of bad character. The local authorities should take immediate steps to investigate the matter and strictly prohibit their circulation. I have given instructions to the Chief Superintendent of Police ordering the police to tear all placards down, to find out the culprits who posted those placards and to cause them to be arrested and severely punished."

October 6th.

VICEREG L. COMINGS AND GOINGS.

Viceroy Shum has deputed delegates Ng Tung (Expectant Magistrate) and Colonel Choi Pak Kui, both of whom will proceed to Shanghai on the 8th instant, to receive Viceroy Chou Fu. In the view of the departure of His Excellency Viceroy Shum, the Directors of the Yuet-Han Railway Company have prepared a lot of wooden tablets and state umbrellas with characters on them praising the Viceroy. These presents will be sent to the Viceroy on the 9th instant. The Directors propose to give His Excellency a grand send-off.

YUET-HAN RAILWAY OVERSTOCKED WITH MONEY.

The payment of the second instalment of the Yuet-Han Company shares fell due in the 8th moon. The company was originally formed to raise a capital of \$20,000,000. But as over double that amount has been subscribed and the substantial local Chinese banks and pawnshops have all been overstocked with the monies (\$3,800,000) collected from the first instalment which was invested with them, an extraordinary meeting of the shareholders was called a few days ago and a resolution was unanimously passed to postpone the collection of the second instalment until the first moon of next year. At the meeting some one suggested that the second instalment should be collected and the money placed in foreign banks. But many of the shareholders objected to the money being placed in foreign banks on the ground that the company will have to pay a very high

premium to purchase foreign bank notes and that the company will sustain heavy losses if the premium on bank notes were to fall again.

REINSTATED.

Leonz Shew-Shan has been appointed a member of the Educational Bureau at Peking and has to proceed to Peking without delay. Leonz Shew-Shan is an expectant reader to His Majesty the Emperor. He was cashiered by Viceroy Shum during the Yuet-Han Railway troubles, but was reinstated through representations made to the Throne by Viceroy Chou Fu.

CHAU TUNG-SANG'S AFFAIR.

One of the charitable institutions in Canton petitioned the Kwong Chow Prefect to release Chau Tung-Sang's family who are still imprisoned. It is reported that the Prefect said he would take the matter into consideration if Chau's people were prepared to offer a big sum of money as royalty to the Government.

October 8th.

THE CHINESE WAY.

It is reported that Viceroy Shum, while reading the "72 Guild Commercial Newspaper," came across the report of a servant being killed by handling an electric lamp. His Excellency delegated Deputy Choi Hong to investigate the matter. It is said that he intends to request the China Light and Power Company, Limited, to compensate the parents of the deceased if it be proved that death resulted through negligence on the part of the Electric Light Company.

TRIAL OF CHOW AH-WOON.

Chow Ah-Woon, charged with murdering four boat people, and surrendered to the Chinese Government by the Hongkong Authorities, was tried by the Nam Hoi Magistrate yesterday. At the trial, he signed a document confessing that he had committed the crime.

VICEROY CHOU FU'S HERALD.

Expectant Taotai Chui Kan-Pai arrived here yesterday. He was despatched to Canton by Viceroy Chou Fu. It is said that he is the Viceroy's right hand man and an able official. Taotai Chui will probably be His Excellency's Chief Secretary.

MORE RAILWAY TROUBLES.

The Directors of the Canton-Hankow Railway Company received a letter from one of the solicitors in Hongkong demanding payment of \$50,000 on behalf of a contractor for work and labour done and materials supplied in the building of certain section of the railway for the Hop Hing Company (The American Development Company). It is said that they propose to obtain legal advice from a Hongkong lawyer before answering the letter. This is only a test case. I understand that there are many claims of this description outstanding.

The delay in commencing operations on the main trunk of the Yuet-Han Railway in Kwangtung is due to some dispute that arose a few months ago between the Kwangtung and Hankow Directors of the Company. This railway was to be built with funds from three provinces, viz.:—Kwangtung, Hunan and Hupeh. Shortly after the first call on the shares was paid up, the Directors of the Kwangtung section made a proposal to the Hankow Directors to purchase from the company the branch line between Shek Wai Tong and Samui. The Kwangtung Directors caused a valuation to be made and offered \$1,700,000 to Viceroy Chang Chi-tung, who is at the head of the Hankow section of the Yuet-Han Railway. Viceroy Chang replied that the price offered for this line was too low, and his suspicions were roused regarding the offer made for the section of the main line from Wong Sha to Kotong. Correspondence passed between the Kwangtung Directors and Viceroy Chang but they could not come to terms. It is now decided that each party will appoint engineers to value these two lines which have been completed in the Kwangtung Province, and the figures arrived at by the engineers will be binding on both parties. I hear they proposed to engage foreign engineers to make the valuation report. This practically means a delay of another six months before they can start work on the Kwangtung section of the main line.

October 10th.

"CEASED LONG AGO."

A few days ago the Kai Ming College and the Kwong Chai Charitable Institution petitioned Viceroy Shum to release the boycott ringleaders Ma Tat-shun, Poon Shun-ming and Ha Chung man, who were imprisoned last year for posting inflammatory and insulting placards in the city shortly before the arrival of President Roosevelt's daughter. Viceroy Shum instructed the Provincial Judge to review the case and report to him as to whether these men should be released or not. The Judge replied as follows:—"The boycott feeling ceased long ago. In the evidence taken by the Kwong Chow Prefect and the Nam Hoi Magistrate there was no direct proof that Ma, Poon and Ha did actually commit anything outrageous or create any serious disturbances. These men have already been imprisoned for 13 months and under these circumstances I recommend that they be released under bonds given by the above institutions. It is reported that Viceroy Shum on receipt of the report ordered the Nam Hoi Magistrate to release the prisoners."

CANTON POLICE USELESS.

Several of the local papers have referred strongly to the uselessness of the Canton police. Recently many daring robberies have been perpetrated in broad daylight and under the very nose of the police. None of the robbers have been caught red-handed, and whenever a robbery is committed, whether in broad daylight or at night, the policeman who is supposed to be on duty in the locality is usually absent. At noon on the 8th instant, six robbers armed to the teeth entered house No. 7 Shan Hong Street, occupied by the Chui Yuen Hing firm, and after driving all the shop people into a room and tying their queues together, the robbers ransacked the place, took away \$1,200 in bank notes, a large quantity of subsidiary coins and several boxes of clothing. Alarm was given immediately after the robbers left the house, but no policeman in the street answered the call. Another robbery took place at 3 p.m. yesterday. About 10 robbers entered the residence of a wealthy merchant surnamed Lui, in Wo Ning Lane, and carried away with them booty to the extent of \$2,000. When the robbers rushed into the house, Lui and his servants called "save life", whereupon the robbers fired several shots. Lui received a nasty blow on his head from the butt end of a revolver for raising the alarm. The matter was reported to the nearest police station but no arrests have been made yet.

NEW CHARITABLE CONCERN.

It is reported that the United States Government communicated to Viceroy Shum that they propose to build a large hospital in Canton for charitable purposes and also for the training of students who desire to acquire foreign medical knowledge, and requested His Excellency to lend them a piece of land to erect the building. The American Government will send out four medical officers to take charge of the hospital when the building is completed. Viceroy Shum replied that at present the Government possesses no vacant land in the city suitable for such an institution, that all the vacant lands in the city are owned by the people. The only way to obtain a piece of land would be for them to look for a suitable site somewhere in the city and purchase it from the people. The trustees of the hospital have now selected a suitable site situated in Han Ha Lan, Nam Kwan, and have entered into negotiations for the purchase of it.

YUET-HAN RAILWAY COMPANY.

Some time ago the Yuet-Han Railway Company cabled to America to engage a Mr. Smith as assistant engineer of the company. Yesterday the directors of the Railway Company received a cable reply from Mr. Smith as follows:—"Will accept position on these conditions:—Period of engagement five years, annual salary \$25,000 (gold)". President Cheang To-chai has placed the matter in the hands of the Chief Engineer Kwong, who will consider it before giving his decision.

It is reported that Viceroy Shum has received a letter from His Excellency Tai Hing Chi (native of Canton), President of the Board of Rites at Peking, stating that the shareholders abroad have complained to him that both the President and Vice-President of the Railway Company are men of very poor

reputation, and that these two men received their appointments through his, Viceroy Shum's recommendation. In the letter His Excellency suggests that Viceroy Shum should now cause an investigation of their character to be made.

HIGH PRICE OF SALT.

Owing to numerous salt junks owned by monopolists of Kwongtung having been wrecked or lost in the late typhoons, the price of salt here has advanced to double its value.

PUBLIC MEETINGS RESTRICTED.

A notification was issued by Viceroy Shum yesterday informing the public that in future no persons are permitted to convene public meetings of any description unless the subject to be discussed at the meeting be first reported to the nearest police station. In case of convening any urgent meetings, at least six hours' notice should be given to the nearest police station prior to its taking place.

WANTS AN ARMY DIVISION.

Viceroy Shum has memorialized the Throne for permission to take one division (500) of the newly trained soldiers with him to Yun-Kwei, as there are no foreign trained soldiers in those provinces.

October 11th

SHUM TO CHECK FRANCE.

Viceroy Shum has received a telegram from the Central Government ordering him to hurry to Yun-Kwei, as France is endeavouring to expand her power and authority in Yunnan.

BOYCOTT HEROES.

Students of 23 colleges marched to the Nam Hoi Magistracy to welcome the boycott ringleaders Ma, Poon and Ha, whom Viceroy Shum ordered to be released yesterday. The Magistrate made a long speech, assuring the students that the three ardent patriots and heroes were to dine with him, and after dinner he would see that they were safely escorted home.

CANTON BRIDGE.

Some time ago the Yuet-Han Railway Company petitioned Viceroy Shum for the right to build an iron bridge across the river. Yesterday the Kwong Chow Prefect received instructions from the Viceroy to inform the Railway Company that His Excellency is prepared to grant them the privilege in accordance with the terms and conditions stipulated in their petition.

MACAO.

[FROM OUR CORRESPONDENT.]

October 10th.

THE LATE GENERAL GONÇALVES.

When the news of the sudden death of General João Baptista Gonçalves was received here to-day by wire, a gloom was cast over the city, that such a bright officer with a long and distinguished service should thus suddenly be struck dead at the comparatively early age of 52 years. The deceased served for many years in Timor and having occupied many positions of great importance was appointed Lieut.-Colonel about 3 or 4 years ago. Not being able to remain any longer neither here nor in Timor, he had to go to Lourenço Marques, where he was appointed colonel. After the usual term of service he returned to this colony last June and few days after his arrival he was pensioned off with the honorary rank of General. The late General Gonçalves was a native of Macao where also he received his education. The funeral will take place after the arrival of the "Honam" to-morrow with the remains of the deceased.

GENERAL CASTELLO BRANCO.

This officer of the Engineer Corps arrived here by the last Australian mail from Timor. He is, I understand, deputed to visit all the Portuguese colonies to inspect the hydraulic works. He has also come in opportune time to see that the Public Works Department repairs the Praia Grande in a proper way.

AN ARMED JUNK CAPTURED.

A well-armed junk was recently seized in Portuguese waters. Is this a Chinese guard-boat or a piratical vessel, one of the many that have been infesting the West River lately? It would be well to inquire.

THE POST OFFICE.

People here are complaining of the late delivery of letters brought over every day from Hong-

kong by the *Honam*. Although the steamer arrives at 6 p.m. letters are not received until 10 and sometimes 10.30 p.m.

PORTUGUESE GENERAL DIES ON MACAO STEAMER.

On October 10th a Portuguese retired military officer, João Baptista Gonçalves, general of brigade, died suddenly on board the s.s. *Honam* between Macao and Hongkong. The General had been suffering from dyspepsia for some time and set out, accompanied by one of his sons, for Hongkong with the intention of consulting a medical man. He boarded the steamer about 7.15, and after the vessel started he went to his cabin to lie down. When he reached the room he fell to the floor, where he was discovered by the boy, who promptly called the purser. Assistance was soon forthcoming, and Dr. M'Aulay, a passenger, did all he could for him, but it was apparent that he was beyond all human aid, and he succumbed an hour after his seizure. Heart disease was the cause of death. The body was taken back to Macao.

Deceased, who was 52 years of age, was commander of the garrison at Lourenço Marques, Portuguese East Africa, for two years, leaving there in June last for Macao. He is survived by a widow, four sons and one daughter.

ON THE KOWLOON-CANTON RAILWAY.

POLICE AVERT A RIOT.

The baneful Chinese system of sub-letting contracts until the last sub-contractor who undertakes the work finds it necessary to "squeeze" in all directions, was nearly responsible for a riot between rival factions on the Kowloon-Canton Railway. The contractor who has the contract to carry out masonry work at the Kowloon Tong tunnel, near Yau-mati, was ordered by the engineer-in-charge to hasten the completion of his work by putting on more men. He refused, but was informed that if he failed to comply with the request within 10 days, the engineer would engage new men to complete the work. At the expiry of ten days the number of men on the contract was not increased, so 70 new workers were engaged. When these men appeared, the contractor doubled the number of his men and refused to allow the new hands to work. As there was every prospect of a riot the police at Yau-mati were communicated with, and Sergeant Appleton and six constables were despatched to restore order. The sergeant found much persuasion necessary to induce the contractor and his employees to leave the works, but eventually they decided to do so, and went off quietly, allowing the new men to enter and continue where they had left off.

HONGKONG'S MARITIME LOSSES.

INTERESTING FIGURES.

The following returns in connection with shipping lost and damaged in the typhoon are official. They are not, however, complete. In some cases tonnage of vessels has not been supplied, and again losses are still coming in from the out districts.

LARGE VESSELS.

Sunk or damaged	67
Tonnage	73,182
Missing or dead	189

Of these ships 34 were British; 5 American; 11 German; 4 French; 2 Norwegian; 1 Dutch; 3 Japanese; 3 Chinese; while four were under no flag.

JUNKS.

Sunk or damaged	652
Missing or dead	705

LAUNCHES.

Sunk or damaged	70
Tonnage	1,676
Missing or dead	296

LIGHTERS.

Sunk or damaged	54
Tonnage	10,125
Missing or dead	4

INTERPORT RIFLE MATCH.

SHOOTING AT HONGKONG.

The Interport Rifle Match is now engaging the interest of shots in the ports concerned. As is well known, each port is represented by a team of ten men, and each team shoots on its own range, any time between the 1st and 15th of October. The conditions are: Seven rounds at each of the 200, 500, and 600 yards' range, a sighting shot, not to count, to be allowed at each range; men to fire in a prone position.

Hongkong, which fired off on Oct 11 at King's Park Range, Kowloon, was represented by Major W. Chitty, 119th Infantry; Capt. J. D'Oily, 119th Inf.; Mr. R. G. Munro, Lieut. Hayton, H.K.V.C., Sgt. R. Lapsley, H.K.V.C., Sgt.-Major J. Andrew, H.K.V.C.; Mr. J. Pidgeon, Capt. Kitson, R.W.K.; Col.-Sgt. Thorne, R.W.K.; and Mr. R. Stackwood. Mr. J. C. Gow, who was selected to shoot, could not attend and his place was taken by Lieut. Hayton. The Hon. Mr. L. A. M. Johnston, Mr. D. Macdonald, and Mr. G. H. Wakeman acted as umpires, while Lieut. Northcote was responsible for the arrangements.

Brilliant sunshine prevailed, but with the exception of the rather fierce rays of the sun, the conditions were favourable. There was little or no wind and the light on the targets was good. At 2.25 the first six men—Lapsley, Andrew, Hayton, Thorne, Stackwood and Pidgeon—went down, and on the round being completed they were succeeded by the other four. Scores:—

200 YARDS.	
Mr. Pidgeon (4)	4 5 5 4 4 5 = 31
Sgt. Lapsley (4)	4 5 5 4 5 3 = 31
Major Chitty (4)	4 4 4 5 4 5 = 30
Capt. D'Oily (5)	4 4 3 5 5 4 = 29
Col. Sgt. Thorne (4)	4 3 4 5 5 4 = 29
Lieut. Hayton (4)	3 3 4 4 5 4 = 28
Mr. K. G. Munro (3)	4 4 5 4 4 3 = 28
Sgt. Major Andrew (5)	3 5 4 4 4 4 = 28
Capt. Kitson (3)	4 4 4 3 4 4 = 27
Mr. Stackwood (3)	4 3 4 3 4 3 = 26

Total ... 287

The average was 28.7. Considering that this year the bull was only five inches as compared with seven inches last year, the total was fairly satisfactory. Certainly it was a sufficient explanation for the decrease of 17 from 304, the 1905 score at this range.

500 YARDS.	
Capt. D'Oily (5)	5 5 5 5 4 5 = 34
Major Chitty (3)	5 5 5 5 4 5 = 34
Col. Sgt. Thorne (4)	5 5 5 5 5 4 = 33
Mr. Munro (4)	5 5 5 3 5 4 = 32
Captain Kitson (5)	5 4 4 4 5 5 = 32
Mr. Stackwood (3)	5 5 5 3 4 5 = 32
Lieut. Hayton (3)	5 5 5 5 5 4 = 32
Sgt. Lapsley (4)	5 5 5 3 5 4 = 32
Mr. Pidgeon (4)	4 5 4 5 4 5 = 31
Sgt. Major Andrew (4)	4 3 5 2 3 5 = 26

Total ... 318

Average 31.8. This total was only one point below that of last year's at the same range. Among the first six there was an exciting shoot between Lieut. Hayton and Col. Sgt. Thorne. Both men scored five successive bulls, and both dropped to inners with the sixth shot. Thorne secured another inner, which gave him 33, but Hayton only got a magpie, making his total 32. Still more exciting was the shoot between Major Chitty and Captain D'Oily, who each secured five bulls, then each dropped to an inner, and recovered with a bull at the last.

600 YARDS.	
Mr. Pidgeon (4)	5 5 3 4 5 5 = 31
Mr. Stackwood (4)	5 5 3 4 3 5 = 30
Capt. Kitson (3)	4 4 4 5 5 5 = 30
Sgt. Lapsley (4)	4 5 5 4 2 5 = 30
Col. Sgt. Thorne (5)	5 5 4 4 3 3 = 29
Mr. Munro (5)	5 4 3 2 5 4 = 28
Capt. D'Oily (5)	2 5 5 4 5 3 = 28
Sgt. Mjr. Andrew (2)	5 4 4 4 2 5 = 28
Major Chitty (4)	2 4 4 5 4 2 = 26
Lieut. Hayton (2)	3 3 4 4 3 5 = 26

286

Average 28.6. Those who gave great promise at the last distance fell away here but Pidgeon and Lapsley continued their consistent shooting.

AGGREGATE.

	200	500	600	Total
Mr. Pidgeon	31	31	31	93
Sgt. Lapsley	31	32	30	93
Col. Sgt. Thorne	29	33	29	91
Captain D'Oily	29	34	28	91
Major Chitty	30	34	26	90
Capt. Kitson	27	32	30	89
Mr. Stackwood	26	32	30	88
Mr. Munro	28	32	28	88
Lieut. Hayton	28	32	26	86
Sgt. Major Andrew	28	26	28	82

Total... 891

The record of the Interport Rifle matches is as follows:—

1889: Shanghai, 819; Singapore, 777; Hongkong, 774.

1890: No match.

1891: Hongkong, 867; Shanghai, 830; Singapore, 741.

1892: Hongkong, 835; Shanghai, 810; Singapore, 752.

1893: Hongkong, 822; Shanghai, 802; Singapore, 768.

1894: Hongkong, 823; Singapore, 817; Shanghai, 760.

1895: Singapore, 934; Shanghai, 903; Hongkong, 879.

1896: Hongkong, 916; Shanghai, 900; Singapore, 870.

1897: Singapore, 934; Hongkong, 916; Shanghai, 860.

1898: Hongkong, 934; Singapore, 923; Shanghai, 893.

1899: Hongkong, 952; Singapore, 926; Shanghai, 887.

1900: Hongkong, 930; Singapore, 909; Shanghai, 900.

1901: Hongkong, 901; Singapore, 884; Shanghai, 841; Penang, 721.

1902: Shanghai, 926; Singapore, 893; Hongkong, 871; Penang, 871.

1903: Singapore, 927; Shanghai, 915; Hongkong, 891; Penang, 750.

1904: Singapore, 919; Hongkong, 919; Shanghai, 908; Penang did not finish on account of rain. (The Singapore team having made one more point than the Hongkong team at 600 yards was declared the winner.)

1905: Hongkong, 923; Shanghai, 889; Singapore, 860.

The competition was inaugurated in 1889, and a match has since taken place yearly, with the exception of 1890. Hongkong has secured by far the greatest number of wins, having been first in ten matches, as against Singapore's four and Shanghai's two. The northern and southern ports hold equal honours as to the number of seconds, each having seven, while Hongkong has been second twice. The third position has been held by Hongkong four times, Singapore five times, and Shanghai seven times. Penang, which only joined the competition in 1901, having been fourth in each of their three shoots.

THE INTERPORT MATCH.

COMMENTS BY MAIL.

The defeat of the Hongkong cricketers occasioned as much surprise at Shanghai it can have done at Hongkong. The wicket, drying under wind and sun from the effects of the previous day's rain, played very trickily at the beginning, and Mr. Hancock having won the toss adopted what seemed the proper course in putting the home team in first. The opening innings seemed further to confirm this, although the Hongkong bowling could not be called remarkable; it could only be described as moderate. Bird and Hancock bowled consistently well and it is curious that, while Hancock got three men caught and bowled and Bird got two men l.b.w., not a single ball hit the stumps throughout the innings. There were times during Messrs. Weippert and Martin's partnership when they made the Hongkong bowling look extremely simple from the liberties they took with it. When the Hongkong men went in for their amazingly short stand, the Shanghai supporters were expecting defeat and blaming the wicket. Lanning's achievement in taking eight wickets, six of them clean bowled, for ten runs naturally roused those on the stand to the highest point of enthusiasm. It is a record for interport

cricket. The complete collapse of the visitors, who were reputed a strong batting side, was quite a surprise, and the fact that afterwards Shanghai added eighty runs for three wickets in the second innings, made the downfall still more inexplicable. Neither side put what it believed to be its strongest team in the field. Mr. Pearce, of Hongkong, had unfortunately contracted fever and Mr. Phelps, one of the reserves, took his place. Shanghai were without the assistance of Messrs. A. E. Lanning and W. J. Turnbull, but Mr. Marton, at all events, fully justified his inclusion. The second day's weather was still more favourable, and the pitch, though still in favour of the bowlers, was much improved. The home team, with eighty to its credit and only three wickets down, looked well on the way to a large score, but the promise of the preceding afternoon was not fulfilled. Lanning was clean-bowled the third over, and Dew, who succeeded him, only had one hit before he too was sent back. Walker continued to play careful cricket, and survived until the ninth wicket. Guilfoyle was the only other batsman who succeeded in reaching double figures, and Shanghai's second innings closed just after noon for 121. This was not a large score, but even so Hongkong had to make 205 runs to equal and the task proved to be too severe. Lanning was again bowling excellently, while Dew, whose efforts were not quite so successful, was keeping a good length. Just before tiffin, when the score stood at 35 for three wickets, Moule replaced Dew, and his delivery seemed to puzzle the batsmen a good deal. He continued bowling after tiffin, and his selection was fully justified by the three wickets that fell to his hand for six runs apiece. Only three of the visitors got into double figures, and about 2.40 p.m. Bird skied a ball from Moule and the Hongkong innings came to an end with only 66 on the board. Shanghai thus won by 139 runs on the two innings, but the total of the first innings exceeded that of Hongkong's aggregate by nine runs. The end of the match was rather disappointing. Spectators were just beginning to arrive in large numbers, and the Town Band appeared on the scene to find that play had ceased. Shanghai's victory was overwhelming, but it would have been more satisfactory from the spectators' point of view if the finish had been closer, or at any rate delayed for an hour or two more. In the fielding department Shanghai were undoubtedly an easy first. Not a chance was missed in either innings, and Stanion's catch at point, which dismissed Capt. Smith, was really brilliant. Their ground fielding was also almost perfect and elicited frequent applause, the only noticeable errors in this branch having occurred once at the beginning of each innings and once in the "thirties" of Hongkong's second innings, when—again through over-eagerness—two fieldsmen tried to gather the ball together and an additional run was scored. Shanghai also frequently scored a short-run single, where for a similar stroke Hongkong could not venture a run owing to lethargy in the field. The fielding of the Hongkong XI suffered by comparison. They were not so quick on their feet and their ground-fielding, though usually sure, was not smart. Two distinct chances were missed, and a couple of possibles were not attempted with the energy that could have been shown. In criticizing the fielding of the visitors, however, it must be remembered that they came from Hongkong's warmer clime to meet a sudden cold snap which was numbing the digits. Again, in the batting department, Hongkong were on a wicket which did not suit them and were batting against better bowling—for on his form in this match V. H. Lanning is the best bowler in the Far East. At the dinner, the Chairman, Mr. A. P. Wood, said the before proposing the toast of the evening he felt that he must express Shanghai's deepest sympathy with Hongkong in the terrible loss of life and property which had been caused by the recent typhoon. Not only had Hongkong suffered this severe loss but also the deaths of Bishop Hoare and Mr. Mitchell, who was for many years president of the Hongkong Club. In the deaths of these two gentlemen Hongkong had lost two true lovers of the noble game of cricket who had everything that would redound to the welfare and happiness of Hongkong at heart. The speaker had never seen more keen cricketers

in the field than the Hongkong team and the manly way in which Captain Hancock went out that day when things were very much against him gave Shanghai an example of what they should do when things were going against them. At the smoking concert there was a very excellent "turn" worth special mention. Mr. Bevan's "ventriloquial" sketch completely deceived many of the audience, until the supposed lay figures solemnly rose and embraced each other. Our Shanghai contemporary hoped that neither team suffered physically from the late hours, refreshments and clouds of smoke which were inseparable from that entertainment.

SENSATIONAL JEWEL ROBBERY AT SHANGHAI.

The *N. C. Daily News* of Oct. 5th says:—

A sensational jewel robbery took place in Yunnan Road yesterday afternoon. At 4 p.m. two foreigners, named Ellerby and G. Rosser, respectively, entered the shop, which is situated near the Race Course, overpowered the only man on the premises, partially drugging him with chloroform, and assaulted him. The men then emptied the whole of the contents of a jewel case, which contained diamonds valued at \$20,000—one stone alone being worth £15,000—and entered a brougham that was in waiting and drove off to French Town. Inspector McDowell had by some means got wind of their intent on the previous night, and was endeavouring to trace the men. In company with Detective Sergeant Bookless and Sergeant Johnson, in a closed brougham, he just caught sight of the men as they were entering the French Concession. Within half an hour of the robbery Ellerby and Rosser were arrested. They were about to board a special launch at the French Mail jetty with the intention of going to Woosung. The assistance of a French constable was obtained, and the men were taken into custody and lodged at the Police Station in Rue du Consulat, where they are at present detained. Arrangements will be made to effect their transference to the British authorities, and they will be brought up at the Police Court this morning. All the stolen property was found on their persons. This is one of the most daring robberies that have ever been attempted in Shanghai, and the police deserve great commendation for the alertness that prevented the men from making away with their booty.

ANOTHER KWANGTUNG MURDER

LOCAL PRISONERS WANTED ON THE CHARGE.

On Oct. 11 Chief Detective Inspector Hanson, on behalf of the Chinese Government applied for the extradition of Fan Ming and another, who are wanted to answer a charge of murder at Namtao in the Sun On district, China.

At the last Criminal Sessions Fan Ming was sentenced to seven years' imprisonment for armed robbery at the village of Chuktsun near Chungshui in the New Territory, and the other man, who was arrested for a trivial assault at Yaumati was committed to gaol in default of payment of a fine of \$5.

According to information supplied by the Chinese authorities it appears that a mandarin on horseback, accompanied by a brave and an attendant, were travelling from Namtao, which is the principal town in the Sun On district, to Lungwa, a market town in the same district. When they were some way on their journey a gang of seven men, of whom Fan Ming is alleged to have been the leader, blocked the road. When ordered to surrender the mandarin and his escort refused. A fight ensued in which the brave was shot dead, and the mandarin would probably have shared a similar fate were it not for the massive buckle on the belt of his girdle. A bullet struck it and glanced off, thus saving his life, although he was severely wounded. He was left to tell the tale of the bandits' misdeeds.

H.E. the Governor has granted permission to the police to proceed with the case, and the full facts will be related at the Police Court in due course.

S.S. HANKOW ON FIRE.

MANY PASSENGERS BURNED OR DROWNED.

WILD STRUGGLE FOR LIFE: BRAVERY OF THE POLICE.

The clanging of the fire bell shortly after three o'clock a.m. on Oct. 14th was the death knell of many passengers who returned to Hongkong from Canton by the s.s. *Hankow*. Little did they think, as they retired to rest that evening, that the morn was to usher in such a dreadful calamity, and that for many of them the dread hour had come.

The large paddle steamer, of which Captain Branch is commander, steamed up to the Hongkong, Canton and Macao Steamship Company's wharf about her usual time. She was promptly made fast and the gangways were thrown out. Many passengers went ashore at once, but as is customary with the night boats, the great majority remained on board until morning.

Long after the bustle which always heralds the arrival of a boat had subsided at the *Hankow's* wharf, and when most of the passengers were wrapped in slumber, the startling cry of 'fire' was raised. The ship's bell was tolled, and the sleepers awoke to see fierce flames devouring the vessel from stem to stern. Immediately there was a panic, and in the wild stampede for the gangway which followed many passengers were trampled to death, the weak always going under to the strong. It was a heart-rending sight to see small-footed Chinese women, who are usually carried about by amahs, struggling for dear life in the frenzied mob which rushed the gangway. Usually they fell and the crowd closed in, trampling them under foot. As the flames mounted higher and cast a lurid glare on the waters and the shore, and as the burning heat became more unbearable, many passengers took to the water, only to find a watery grave. Numbers were picked up by sampans, while many more owe their lives to the gallantry of the police, both European and Indian.

At five minutes past three the firemen were informed of the outbreak, and very shortly afterwards the brigade, under Captain Lyons, were on the scene. When the first of the firemen arrived the fire was burning in the after hold, but in a few minutes had extended the length of the ship. Many rumours are current as to its origin, but the police place most credence in the one which stated that the fusion of an electric wire set some matting in the hold alight. The stuff was very inflammable; immediately there was a big blaze, and before anything could be done to quell the outbreak the flames had secured a good hold of the dry woodwork of the upper portion of the ship. The fire engine was speedily set in motion, and it was not long before many volumes of water were pouring on the fire, but it was at its height and difficult to combat, and practically burned itself out notwithstanding the firemen's exertions.

Simultaneous with the alarm which called the fire brigade, rockets were fired from the doomed ship calling for assistance from other vessels in port. The commander of H.M.S. *Flora* sent a detachment of men to assist in fighting the fire, while Naval Yard police came to the assistance of the shore workers. All efforts of the volunteers, however, were fruitless. The fire had gained a good hold in inflammable material and neither workers nor water could stay its progress until the fuel was consumed. The *Hankow* is reported to have had 800 passengers on board when she left Canton, so that, allowing for those who went ashore on arrival here, there must have been many on board at the time of the outbreak, and although a number escaped it is feared that the death toll is much larger than the number of bodies already collected. Many jumped overboard, and, as was the case after the typhoon, their bodies will only be recovered in the succeeding days when the sea gives up its dead.

So intense was the heat that junks and sampans in the vicinity had to move out, and the s.s. *Powan*, which was moored on the other side of the wharf had to cast off and make for mid stream. Fortunately the wind was from the east, otherwise the *Powan* might have escaped the fire, as burning sparks were flying about in all directions. One junk, which was

to windward of the burning vessel, caught fire and was destroyed.

The screams of the terrified passengers could be heard a great distance away, and went to the hearts of many an eye-witness. The officers of the ship did all in their power to rescue them and stay the panic, but their efforts in the latter direction appeared to be impossible. However, they stuck to the ship and carried on the good work until it was impossible to stand by any longer. Then they escaped. There were a few lady passengers on board, and these also were rescued, and so far as can be ascertained at present there was not a single European life lost. The *Praya* in the vicinity was crowded, and although a strong cordon of police was in attendance to keep the people back they had a very difficult task. All round the crowd pressed in and greatly hampered the work of the fire fighters. Shortly after the outbreak His Excellency the Governor visited the scene, accompanied by his A.D.C.

If any of the police are to be singled out for heroic deeds, for they all did their duty gallantly, the names of Sergeant Davitt and Sergeant Grant must head the list. Like salamanders they faced the scorching heat, and diving into the water alongside the vessel bore many an exhausted native safely to land. Sergeant Davitt continued to rescue drowning men and women until he was utterly exhausted, and had to be pulled out of the water himself. Another brave deed was done by an Indian constable whose name at present is unknown. A Chinese woman, while crossing the gangway fell into the water and clutched at one of the pier tiles for support. These were practically red hot, and with a yell of agony she loosened her hold and was sinking when the Indian threw off his clothes and jumped in to her assistance. He swam with her under the pier and landed her safely. Many more of the Indian police did excellent work with the turban, which has often before proved an effective life-saver. Standing alongside the wharf and the *Praya* wall, they threw their head-gear to many a struggling native and pulled him out of the water.

When day dawned yesterday, the fearful havoc wrought by the fire was observable. The blackened hull and ironwork, the paddle boxes, the funnel and the machinery were all that were left of the ill-fated *Hankow*. She had been completely gutted, and very little that is valuable can be plucked from the ruins. It is stated that there was on board the vessel silk to the value of \$80,000, and of this very little was saved. The money safe was also broken open, and \$2,000 in silver and notes have been destroyed. The notes were burned, and the silver has been melted into one huge block. The cargo was being turned over yesterday afternoon and transferred to a lighter of Messrs. Butterfield and Swire.

Undoubtedly the most repulsive work of all was the search among the ruins for the remains of the dead, which were charred and blackened, and emitted a nauseous odour. It was a ghastly work, and one which sickened many a strong man. Even the horrible tasks which the police had to perform after the recent typhoon could not be compared with the task which they engaged their attention, that of removing the roasted remains of human beings. Inspector Warnock with Sanitary Inspectors Lamble and S. M. Gidley assisting, attended to the removal of the dead. As they were recovered they were removed to the city hospital for the purpose of identification, although in their charred condition it is impossible that they can be recognised. The total death toll last evening was 75. Of these 49 women, four men and thirteen children were recovered from the harbour, while the charred and unrecognisable remains of 16 adults and two children were found on the steamer.

The *Hankow*, which is owned by the China Navigation Company, is an iron paddle steamer of 3,073 gross tonnage. She was built in 1874 by A. J. Inglis of Glasgow, has a length of 378.5 feet, beam 42.3 feet and draft of 15.2 feet. The recent typhoon temporarily crippled two or three of their fine boats, and following on that disaster has to be recorded the present calamity which besides causing heavy loss of property, has left a vacant chair in many a sorrowing home.

POWELL AND CO., LTD.

The half yearly meeting of the shareholders of the above company was held on Saturday at the office in Des Voeux Road. Mr. W. J. Gaskell (managing director) presided, and there were present Messrs. G. C. Moxon, E. H. Hinds, H. Eyre (manager) H. Percy Smith and E. Mauricio. The Chairman said: "Gentlemen, The report and statement of accounts having been in your hands for some days, with your permission we will consider them as read. The year under review has been a disappointing one to us, considerable stagnation in trade having prevailed throughout the year and until recently, when things appeared to have somewhat mended, our sales at the present time being quite satisfactory and showing a marked improvement. In March last we declared the usual interim dividend of five per cent but thought it advisable to curtail the return to shareholders as to the final dividend, the general depression in trade having become more accentuated during the latter months of our financial year. You will observe from the accounts that we have written down our stock on hand as usual. We consider this a prudent course to follow no matter what our profits may be. I am pleased to say that at the present time our stock is in good order and condition, and that old or deteriorated goods have been disposed of during the year as customary at auction. Should trade continue to improve and our business regain its former dimensions we shall, I hope, find ourselves in a position to return to our former dividends. I shall be glad to answer any questions shareholders may put to me to the best of my ability."

There being no questions,

The CHAIRMAN proposed the adoption of the report, which was seconded by Mr. HINDS and carried.

Mr. HINDS proposed and Mr. EYRE seconded the re-election of the directors—Messrs. Moxon and Gaskell—which was carried.

Mr. Percy Smith was re-elected auditor.

The Chairman—That concludes the business, gentlemen.

The Report was as follows:—

The Directors beg to submit their Reports on the working of the Company for the year ending 30th June, 1906.

The Profit and Loss Account, including the sum of \$676.95 brought forward from last Account, has a credit balance of \$20,669.17 from which has to be deducted the interim dividend of 5 per cent paid on April 10th last, and Directors' and Auditor's Fees, leaving \$10,869.17 which your Directors propose to appropriate as follows:—

To pay a Final Dividend of 3 per cent	\$4,500.00
To Write off Stock	5,500.00
To provide for Bad and Doubtful Debts	687.11
To carry forward to next Account	182.06
	<u>\$10,869.17</u>

DIRECTORS.

Messrs. W. H. Gaskell and G. C. Moxon, the existing Directors, being eligible, offer themselves for re-election.

AUDITOR.

The accounts have been audited by your Auditor, Mr. H. Percy Smith, Fellow of the Institute of Chartered Accountants, who is eligible and whom your Directors recommend for reelection.

W. H. GASKELL, Chairman.

BALANCE SHEET 30TH JUNE, 1906.

LIABILITIES.

To capital authorized and issued: 15,000 shares at \$10	150,000.00
To sundry creditors	15,631.04
To the Hongkong and Shanghai Bank	31,773.69
To unclaimed dividends	24.10
To equalization of dividend account	4,500.00
To profit and loss account	10,869.17

To total

ASSETS.

By sundry debtors	30,027.59
By fixtures and fittings	10,627.87
By investment at cost	2,450.00
By stock on hand as per manager's Certificate	167,696.91
By cash in hand	1,374.53
By H. K. & S. Bank, dividend account	24.50

Total

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1906.

Dr.	\$ c.
To interim dividend at 50 cents per share	7,500.00
To directors' and auditor's fees	2,300.00
To balance	10,869.17
Total	<u>\$20,669.17</u>
Cr.	\$ c.
By balance from 30th June, 1905	676.95
By dividend on investment	350.00
By transfer fees	30.50
By bad debts recovered	76.33
By balance of working account	19,535.39
Total	<u>\$21,669.17</u>

PUBLIC COMPANIES AND HONGKONG.

The *Peking and Tientsin Times* says:—We reproduce elsewhere an article which appeared in the *Hankow Daily News* and which we think will be read with interest especially by those who recognize in the writer a well-known business man. Though obviously referring to some special instances the writer covers points which refer to companies generally, and glaring examples of easy going laxity to which he refers have probably some under the notice of most of us and in most of the ports. It has been suggested to Hongkong that agents or representatives be appointed in each port to facilitate the correction of abuses, but Hongkong replies "no funds" and goes on its way serenely, the whole question being bound around with so much red tape that common sense and equity seem to have long since become dead letters. For honest men and well ordered companies the ordinance is excellent. For those who desire loopholes the mesh is conveniently large.

The reproduced was as follows:—

Insurance and other Companies' scandals in America have caused a considerable amount of comment all over the world but we, in China, should look into our own affairs before throwing stones at our neighbours. If we look carefully over the Constitution and Incorporation of Companies and Associations under the Hongkong ordinance of 1865 and the Insurance Companies etc. registered under it, a little reflection will cause us to see that the ordinance itself gives a loophole for fraud, and, if the matters were looked into, more than one Company has taken advantage of it and many more are looked upon with suspicion.

Part I.—Para. VI says:—"Any seven or more persons associated for any lawful purpose, except that of carrying on the Business of Banking, may, by subscribing their names to a Memorandum of Association, and otherwise complying with the Requisitions of this ordinance in respect to Registration, form an Incorporated Company, with or without limited Liability."

From the above it will be seen that no mention of Nationality is made and a rogue of any nation or race can come forward and claim registration of a Company under the Hongkong ordinance of 1865, so long as he has six companions to subscribe to the Articles of Association of a bogus institution and under the promise that they will carry out the provisions stipulated for in other conditions of the ordinance. Their residence is not required, so long as they have a place within the colony in which the registered office of the company is proposed to be situated, and their own address. The regulations provide that "no subscriber shall take less than one share" and "that each subscriber to the memorandum of association shall write opposite to his name the number of shares he takes." Many other conditions are stipulated for, among them being that "Every Limited Company under this ordinance shall keep a register of shareholders, giving their names, occupations and address, etc." and "every Insurance Company, etc., shall before it commences business and on the first Monday in February and the first Monday in August of every year shall make a statement of its business, etc. There are many penalties attached to the regulation but all of which can be avoided by unprincipled men. First by giving bogus returns of the shareholders and the amount of the capital paid up; in many cases none at all. We do not blame the Colonial officials in being lax in their duty but we do blame the administration for not appointing an efficient staff to

see that the Ordinance is carried out as was intended, enforce the penalties and if necessary cancel the registration, giving good publicity to the outports that such has been done. At present we know that many registered companies have gone on working for years without giving any returns of their doings to the Registrar. The public, on the strength of their being British concerns, although there may not be a single British subject connected with them have invested money and lost it. They relied upon the Hongkong Government to see that matters were looked after properly and the ordinance carried out in its entirety. It's a crying shame and disgrace and we feel sorry to make this exposure but duty demands it. The name of a British Registered Liability Company, some time ago, was held in high respect in China but at the present moment it is looked upon as a thing to be avoided. Even British Consuls who are sometimes accused of inattention to the interests of their subjects are often asked to give protection to these bogus companies, they knowing well that there is no British interest in the show; they have to do something, however, on the strength of the Hongkong registration certificate. No wonder they get disgusted. In order to put the matter in hand more clearly to our readers we shall quote one case to the public as an illustration of what can be done, and will be done again if no steps to prevent it be taken by the Colonial Government of Hongkong. A Company was registered several years ago, the signatories to the Memorandum of Association being seven Chinamen holding one share each in a company for \$100 each with a capital of one million dollars. Not one of the Chinamen was a resident of Hongkong but their reported address was in Macao, Canton and Honolulu. The declared business of this particular Company was Trust and Loan, Life and Fire Insurance. The inaugural meeting may or may not have taken place, but in any case if it did the whole thing was a farce. They commenced business with Fire Insurance in the Colonies of Hongkong and Macao, also in Canton, without any capital and relied upon the premiums coming in to pay their losses. A year or two later, the losses of the Company exceeded the income and the so-called Managing Director was obliged to quit the land of the sunny south and take refuge in Shanghai. He was careful enough to bring with him the registration certificate of the Hongkong Government signed by the Registrar of the Supreme Court of Hongkong and commenced business in Fire Insurance on a large scale. He appointed Agents in Ningpo, Hangchow, Soochow, Hankow, &c.—the monthly returns in premium being not less than \$4,000 to \$5,000 per month. All went well for a year but in the spring of 1905, several fires occurred in Shanghai and Ningpo when claims accrued to the extent of over Tls. 60,000. Several of these claims against the Company were decided against it in the Supreme Court in Shanghai but, as the Managing Director and Staff had deserted the settlement, both the Judgment claims and many others remain to this day unpaid. The Shanghai solicitors for the claimants referred the matter to Hongkong but the Head office of the Company which was formerly represented by a coolie was found deserted. This, however, is only one instance.

THE LATE BISHOP HOARE.

FURTHER SHANGHAI TRIBUTE.

"The aged Bishop of Mid-China," in the Cathedral all draped in black, preached at Shanghai on Sept. 3rd with special reference to his departed Hongkong colleague. In part, he said:

"Mr. Hoare at the age of 25 came to China, and gave the thirty best years of a strenuous life to the service of Christ among her millions. The attraction lay in an invitation from the late Bishop Russell to the Church at home, to send him a man to organize a college for training young Chinese Christians for the service of the Church as schoolmasters, catechists and clergyman. Mr. Hoare's family contributed liberally to the necessary funds, but his venerable father, the late Canon Edward

Hoare made the costliest donation in sending to us his dearly loved young son. I was detained in England for the first four or five years in which under the eye, and with the advice of our revered common friend, Bishop Russell, he laid the foundations of a college which has been so great and indispensable an element in the Church Missionary work in these provinces. He had from time to time worthy and efficient fellow-labourers,—the delightful Christian musician Thomas Harvey, our Dean also, and in particular the present principal himself, the Rev. W. S. Moule. No one will bear more cordial testimony to the whole-hearted consecration of all his powers to the sacred service than those colleagues who have survived him. What has resulted from those years of labour and prayer? There are on the whole, seventeen Chinese clergymen in full orders recognising me as Bishop. Of these twelve have parochial or quasi-parochial charge of pastoral districts, two or three limited to a single city or town most of them including wide regions, ten to twenty miles in diameter; one of them for instance, comprising twelve chapelries, at each of which the pastor administers the Sacraments. Nine of these twelve and three others are either doing missionary duty in wide districts or assistant masters in the College, were pupils educated and trained by Bishop Hoare and his associates and successor. The rest were pupils of an earlier day when the lack of an organized College made itself felt in the difficulties missionaries found in securing leisure for their training. Two good men and true, both affectionate disciples of our friend and heartily trusted by him, were themselves out in the self-sacrificing service he had shown them an example of. One great field, containing now three Chinese pastors, working with as many English missionaries, that of Taichow, was opened about the year 1887 by Mr. Hoare. But I must not attempt to give you a biography of my friend. For a few, perhaps, of my hearers, he will occur to their recollection of twenty-five or thirty years ago as not seldom a preacher in this church, where he assisted during some months in supplying the vacancy left by Dean Butcher in 1880-1881. They will remember him then and afterwards as an earnest Christian, every inch a man, ready to join in or to promote all manly exercises on land or water, a good cricketer, a good oar, and, saddening, in view of his recent fate, very fond of a boat, not excepting a Chinese junk. Bishop Hoare's play, they will bear witness, was not a substitute for work, but a stimulus and refreshment for work. And he eagerly encouraged the exercises he delighted in among his Chinese youths. He is gone in the vigour of a strong middle age, and has left sore-stricken his devoted wife, sharer in all his plans and many of his doings for his flock; three daughters at their mother's side and able, God grant it, to be some solace to her in her bereavement; and two sons, one of them about to enter his father's beloved college of Trinity, Cambridge, and whose absence must be a cause of additional grief to their mother."

THE POLICE TROUBLE AT SHANGHAI.

(Daily Press, October 6th.)

It is a little singular that Hongkong police should be said to have run away to Shanghai, just when the Shanghai police are said to be also dissatisfied with their pay. However, the trouble at the northern port seems to have been confined to the Indians, who have been getting letters from America and even Russia in which it is stated that the Indians in these countries are getting \$60, \$80 or \$100 per month. There was plenty of gold; why didn't their friends come? In Shanghai, as policemen, they got \$16 to \$22. Shanghai papers received last evening contain very little of importance that was not already mentioned in our long telegrams. As stated, the volunteers were called up as a precaution, and it was decided at once to disarm the Sikhs, and their carbines and other weapons were taken from the racks in their quarters and placed in the store. The men offered no resistance to these proceedings.

The men were also confined to barracks. Panama seems to be a great attraction to these men, as it was said to be recently at Hongkong.

About 80 was the number who struck work at Shanghai; and of course there has been nothing half so serious here. The N.-C. Daily News remarks, *inter alia*, that "very few indeed have resorted to the extreme measure of trying to desert, but others have certainly hoped to secure dismissal from the force by indulging in petty breaches of discipline. When these manoeuvres failed, they determined to make the question of pay a stepping-stone toward repudiation of their contracts. A foreigner, it is reported, was found who undertook to set forth their alleged grievances in writing and the document was forwarded to the Council. Of this, the most unsavoury feature of the whole incident, we would only say in passing that it is regrettable in view of the circumstances obtaining in the Settlement that there should be any foreigner in Shanghai so lacking in public spirit as virtually to aid and abet these policemen in a step that amounted to a breach of discipline."

On the question of pay the Municipal authorities have every interest in agreeing upon a just wage, which will not only satisfy the men at present in the Force, but prove an inducement to others to join. They certainly cannot adjust the payment of constables in such a way as to counteract all possible attractions of a temporary character in other parts of the world. The remuneration given to the Sikh Police includes free quarters, and its adequacy hitherto may be judged from the fact that on an average each man in the Force to-day is found to have put by a year's salary. On the other hand it is just possible that the dearthness of rice and the recognized increase in the cost of living in the Settlement has of late affected even the Sikhs.

FRACAS AT SHANGHAI.

GERMAN SAILORS KILL A RESTAURANT KEEPER: AND WOUND OTHERS.

A Daily Press telegram dated Shanghai, October 14th, said:

On Saturday night five German sailors entered a Japanese restaurant in Fearon Road, and after partaking of refreshments, departed without paying.

The proprietor followed them and demanded payment of the amount due. A quarrel followed, in which one of the sailors stabbed the restaurant keeper fatally. An assistant waiter was also severely wounded, and the proprietor's wife was injured.

The sailors have been arrested.

CUSTOMS QUESTION SETTLED.

INSPECTOR-GENERAL REASSURES STAFF.

A Daily Press telegram dated Shanghai, October 7th said:—

It is understood that Sir Robert Hart has issued a circular to the foreign members of the Customs staff that he is assured there will be no undue interference with foreign control.

SOUTH MANCHURIA DEVELOPMENT CO.

HEAVY JAPANESE INTEREST: CHINESE HOLD ALOOF.

A Daily Press telegram dated Tokyo, October 6th said:—

The public subscription of twenty millions invited by the South Manchuria Railway and commercial development company has been heavily oversubscribed.

There were no applications from Chinese.

The death occurred early on the morning of Sept. 22nd at his residence, No. 43, Bluff, Yokohama, of Mr. Ephraim Eagling, one of the oldest foreign residents of Yokohama. Mr. Eagling, who was an Englishman by birth, says the Japan Herald, some years ago became a naturalised citizen of the United States, and was for a long time engaged as dispenser at the U.S. Naval Hospital. About the end of December, 1904, Mr. Eagling had a paralytic stroke, and since that time he has been an invalid and a great sufferer. Mr. Eagling, who married a Miss Abbey, leaves a widow and a grown-up son and daughter, to whom the sympathy of the community will be extended.

MISCELLANEOUS.

According to Osaka journals, the market of cotton flannel is seriously depressed just now. All the managers of storages and godowns of the weavers in Wakayama have agreed to stop production of the goods, except those now on order, for the time being, to relieve the market.

Depredations by Chinese pirates on the Hainan coasts are now reported. A junk load of pigs was reported recently as having been captured and another junk, having as part of its cargo twelve casks of cement for an enterprising merchant in one of the coast markets, was also seized; it is said that when the pirates were told that the cement was for such and such a man and that he would be seriously inconvenienced by delay in receiving his cement, they graciously permitted four casks, to go on to their destination. The capture of several pirates has since been effected.

Since the police force has been established in Canton, everything is in better order, says the Chung Ngai San Po. The police authorities have taken steps to cleanse the streets, and had all the rubbish accumulating at the ends of the streets and roads cleared away. It is now said that the authorities propose to engage people who are skilful in making mats, straw slippers, bamboo brooms, baskets, etc., to teach the prisoners such arts, so that when they are released from prison, they will know some way to earn their livelihood, thus preventing them from being rogues and vagabonds.

The twenty-first half yearly report of the Japan Sugar Refining Company of Osaka, just out, shows that the gross profit of the Company for the last half year has amounted to ¥2,820,149, while the working expenses have amounted to ¥2,963,347, showing a loss of ¥143,198, for which a surplus of ¥12,662 has been paid, leaving a net loss of ¥135,536. Against this a sum of ¥200,000 has been drawn from the special reserve. Of this sum, ¥135,536 has been paid towards the loss, ¥64,000 for a dividend at the rate of ¥2 p.r. share, carrying forward a surplus of ¥4,463. The proposed incorporation of the three sugar refining companies the Tokyo, Osaka, and Daiichi companies, has been agreed upon.

The Toyo Kisen Kaisha has decided to issue debentures to the amount of ¥13,900,000 in the course of the present year, the details of the issue and the rate of interest being left to the judgment of the Board of Directors. The money so raised is to be used in part for the cost of six cargo-boats (the price of each being ¥6,000,000) which are shortly to be constructed. For the balance a further issue of debentures will be made at a convenient time. The profit of the company for the last half year amounted to ¥70,165, to which was added a surplus of ¥7,312 brought over from the preceding period, and a sum of ¥130,000 drawn from the reserve for the equalisation of dividend—making a total of ¥207,478. Of this sum ¥195,000 has been set aside for a dividend at the rate of 12 per cent per annum, ¥3,600 placed to the reserve and a surplus of ¥8,878 carried forward.

Our Chinese neighbours are entitled, remarks the N.-C. Daily News, to all the satisfaction they can derive from the successful opening on September 30th of the first section of the railway between Peking and Kalgan, the important gateway city, situated near the Great Wall and one of the chief market towns for the trade by caravan with Mongolia. Where there has been so much incompetence and corruption displayed in railway management, the carrying through of this scheme has been held up as the shining exception. The credit is due almost entirely to Taotai Jeme Tien-yon, the engineer-in-chief, whose thorough foreign training and natural capabilities have overcome many obstacles. Unfortunately for China she possesses at present hardly one other engineer of Taotai Jeme's capacity, and while appreciation of that fact was shown by the recent attempt to secure his services for the Canton-Hankow railway, there has been too general a disposition to refuse to make use of foreign engineers, while others like Mr. Jeme are gaining their experience. The more railways are built with foreign assistance the more speedily will Chinese engineers be trained up, capable, like the Japanese have become, of carrying on the work once it is well started.

The British ship *Erkasani*, bound from Manila to Royal Roads B.C., encountered the typhoon on September 28th and was dismasted. She was, however, picked up by the steamer *Amura* and towed to Hongkong.

On Oct. 8th at the office of the Public Works Department the letting by public auction sale took place of one lot of Crown land at Hunghom for a term of 75 years, with usual option of renewal. The lot contains 27,018 square feet, carrying an annual Crown rent of \$248. The upset price was \$33,773. There was no competition and with a bid of \$33,823, \$50 above upset price, Messrs. Leigh and Orange became the purchasers.

A large marine produce company under the style of the Teikoku Suisan Kaisha is to be floated in Kobe shortly. Mr. Sone Chubei, a merchant of Hyogo, who has made a large fortune in the fishing industry in the Kurile waters, proposes to form a large company to carry on a fishery project in Saghalien, Korean, and Chinese waters, and up to the present has succeeded in securing large support. On the 20th instant a meeting of the promoters was held and a promoting committee was appointed, including Messrs. Osone and Kishimoto of Hyogo and Messrs. Takigawa and Yamamoto of Kobe, and other capitalists of the two places. An office has been established on the premises of the Japan Rice Company at Kajiyamachi, Hyogo. The capital of the concern is fixed at ¥2,000,000 in 40,000 shares of which 20,000 shares have been taken up by the promoters. The remaining 20,000 shares will be placed on the market by about the middle of next month.

COMMERCIAL.

KOBE MARKET REPORT.

The "Kobe Market Report," published under the direction of the Hiogo and Osaka General Chamber of Commerce, and dated (Kobe) Hiogo, 2nd October, 1906, has the following:—

IMPORTS.

Cotton.—American.—Quotations have been fluctuating slightly during the past fortnight, and were on a downward tendency. This decline, however, received a sudden check owing to the report of great damage to the crop in Alabama districts. This has had the effect of raising prices from Yen 30.50 to Yen 32.50. "Spot" business is nominal, stocks being very small. "Spot" Middling is quoted at Yen 35. Indian.—Quotations have remained firm, and prices have risen in sympathy with American. "Spot" business is quiet, sales being mostly restricted to cotton of clean and white colour. Quotations are.—Best Broach, Yen 27.50 to Yen 28; Akola Khanguam, Yen 22.25 to Yen 23; Bengal, Yen 20 to Yen 20.50. Chinese.—Transactions have been nominal owing to high prices for both "forward" and "spot." Prices are: Best quality (old), Yen 29; Common quality (new), 27.50. Shirtings.—Nothing to report. Cotton Goods and Fancies.—No particular change since last circular. September deliveries in general have been good. Worsteds and Wollens.—Selling prices have declined but deliveries still remain satisfactory. Window Glass.—Unchanged. Metals.—Pig-iron.—Some forward sales but business is restricted. Bar-iron.—High home prices prohibit any legitimate business for forward sales, "spot" prices are far below present values in Europe. Sugar.—Beet.—Prices are well maintained but sales confined on a small scale. Cane.—Hongkong Refined.—The market for Hongkong Refined continues lifeless, prices not having reached a point at which imports show a profit. Osaka Refined.—At the auction of the 25th September 2,500 bags Sugar and 300 casks Molasses were offered for sale, but the bids not realising the expectations of the refinery the whole quantity was withdrawn. Rice.—Market slightly firmer.

EXPORTS.

Tea.—Practically nothing doing and the season may be considered closed. Settlements to date amount to piculs 58,259 against piculs 76,500 to the same point last season. Fish Oil.—Market quiet, 1,000 cases reported to have changed hands at a small concession on quotation. Copper.—The sudden advance in prices on home markets has caused an increase all round; but little business reported owing to lack of available supplies. Rice.—Owing to small supplies of old crop the market is very strong, and until new supplies come to hand we do not look for any large decline. Cotton Yarn.—Demand from China has raised prices. Vegetable Wax.—Market quiet with some enquiry below quotations; no transactions

reported. Matting.—The market has remained very strong with a still firmer tendency. Straw Braid.—Prices have been well maintained and new business was somewhat restricted in consequence. The demand continued to run on fine descriptions, and plaiters have been kept well supplied with orders. Chip Braid.—Further good enquiry has come to hand in various descriptions, and prices continued to advance with the increasing demand, the market closing strong with upward tendency.

PIECE GOODS.

Messrs. Noel, Murray & Co.'s Report on the Shanghai Piece Goods Trade, dated Shanghai, 4th October, 1906, states:—The week under review had more or less of a holiday aspect and the market is still waiting for the merchants to return from their homes. It has not been devoid of interest, however, and if the news received from the United States concerning the damage to a portion of the cotton crop, through a tornado, turns out to be correct, it will be thankfully remembered by many of the holders of cotton goods here. So far the accounts received are decidedly meagre and do not tally by any means, as the extent of the damage is put down at only 2.2 per cent. of the whole crop, and yet prices are quoted fully 10 per cent. higher. For the time being, at all events, it has put the home market into an excited condition, and the threatened slump in prices has been arrested for the moment. Another thing of importance, if true, is the report that Russia has consented to China establishing Custom Houses on the Northern frontiers of Manchuria, and thus that vexed question will be settled. It is too much to hope, however, that the necessary arrangements can be made before six months at last, but it will be a good thing even if it is only assured that all will be in readiness when trade re-opens in the spring. After two days holiday the foreign banks resumed business yesterday and exchange assumed a higher level in sympathy with silver. From the action of the banks to-day, in offering to sell at about present quotations up to next April, it looks as though we are not likely to see lower rates again for some considerable time. No news of an encouraging nature has been received from the country markets; on the contrary floods and famine seems to be in full way everywhere. It is too soon yet after the settling day to expect fresh orders to come in, which possibly accounts for the quieter tone at the auctions. Manchester seems easily excited and the damage to the crop in the States is being made the excuse to advance quotations, which in most cases were already beyond the reach of buyers here, and for special cloths very late delivery is required—even as far ahead as May! "Spot" cotton had commenced to advance in Liverpool at the close of last week, but when the news of the tornado was received there it at once jumped thirty points, yesterday's public wire quoting Mid-American 5.93d. Private advices yesterday gave the quotation for the whole of October as 5.63d. and others the "spot" price as 6.08d. for Mid-American, while New York was quoted 10.50 cents for November and 10.60 cents for January. It is interesting to hear that the demand for home consumption is so great in the States that the mills are putting their looms on to fine cloths, and so giving the export trade a rest, which is just what we were advocating in our last report. The Liverpool quotation for Egyptian in 9½d. The yarn market has been equally dull since we last wrote, though the Japanese and local spinings are not so bad as Indian. New cotton has been contracted for on rather easier terms for local requirements. Grey Shirtings.—At the auctions, more especially this morning, prices have had a weaker tendency, though the decline has been very irregular in all weights. White Shirtings.—The same remarks apply here as to Greys, the most expensive cloth, however, showing the heaviest decline. T-Cloths and Jeans.—Common T-Cloths were steady, the others declining. One chop of Jeans was up slightly, the other down. Drills and Sheetings.—We have nothing to write about these this week, not having heard of any transactions. Fancy Goods.—Forward business in these makes has been very quiet and clearances are not so good. Old chops of Turkey Reds were firmer at auction, but for the new chops this morning very irregular prices were paid. With the fast black cotton Italians this morning five or six of the chops advanced a mace and a half to two mace, while the others were either steady or slightly lower. Woollens.—Camlets have kept fairly firm at the auctions, here and there special colours showing a substantial advance, which, however, is no criterion of the market. Long Ells were fairly steady, Lastings a shade easier, but Spanish Stripes firm and advancing.

TEA.

HANKOW, 3rd Oct., 1906.—Business reported since the 28th ulto. is as under:—

	1906.	1905.
	½-Chests.	½-Chests.
Settlements ...	2,936	2,130
Shipments to Shanghai on Native account ...	1,826	8,304

The following are statistics at date compared with the corresponding circular of last season, viz. 4th October, 1905.

	1906.	1905.
	½-Chests.	½-Chests.
HANKOW TEA. Settlements ...	384,307	438,602
Shipments to Shanghai on Native account ...	70,526	13,252
Stock ...	16,574	44,052

Arrivals...	471,007	495,966
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	1906.	1905.
	½-Chests.	½-Chests.
KIUKIANG TEA. Settlements ...	158,018	177,880
Shipments to Shanghai on Native account ...	10,652	9,779
Stock ...	2,527	—

Arrivals...	171,197	187,650
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OPIUM.

HONGKONG October 13th.

Quotations are:—Allowance net to 1 catty.		
Malwa New	\$840	to — per picul.
Malwa Old	\$940	to — do.
Malwa Older	\$1000	to — do.
Malwa Very Old	\$1040	to — do.
Persian Fine Quality	\$700	to — do.
Persian Extra Fine	\$780	to — do.
Patna New	\$907½	to — per chest.
Patna Old	\$915	to — do.
Benares New	\$855	to — do.
Benares Old	\$837½	to — do.

MISCELLANEOUS EXPORTS.

HANKOW, 3rd Oct., 1906.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, Best Selected.....	Tls. 37.00
Do. Seconds	33.00
Buffalo Hides, Best Selected.....	20.00
Goatskins, untanned, chiefly white colour, (nom.)	
Buffalo Horns, average 3-lbs. each	8.25
White China Grass, Wuchang and or	
Poochi	11.80
White China Grass, Sinshan and or Chayu ..	10.80
Green China Grass, Szechuen	13.00
Jute	6.00
White Vegetable Tallow, Kinchow.....	12.40
White Vegetable Tallow, Pingchow	
and or Macheng	11.80
White Vegetable Tallow, Mongyu	10.00
Green Vegetable Tallow, Kiyu	11.25
Animal Tallow	10.00
Gallnuts, usual shape.....	16.00
Do. Plum do.	17.50
Tobacco, Tingchow.....	7.30
Do. Woungkong	10.50
Black Bristles	110.00
Feathers, Grey and or White Duck ...	(nom.)
Wild Duck	(")
Turmeric	5.25
Sesamum Seed	4.40
Sesamum Seed Oil	(nom.)
Vegetable Tallow Seed Oil	(nom.)
Wood Oil	8.40
Tea Oil	10.00

Messrs. Arnold, Karberg & Co.'s Fortnightly Produce Circular dated Shanghai, 1st October, 1906, has the following:—Gallnuts.—From information to hand from the interior it may be assumed that the crop this year of plum-shaped as well as of usual Gallnuts will be plentiful. There has been a good demand for both qualities lately and several lots have been taken out of the market at comparatively low prices. Cowhides.—The market is still closed. Tobacco.—A good business has been done, but apparently in the lower grades only, the best chop cargo of Woungkong quality working out too high at the present exchange. Tingchow not to hand yet. Feathers.—Stocks are moving off and prices are firm. Cotton.—No demand at recent high prices, but dealers are giving way and a few settlements have been made at lower prices. Tallow.—Remains firm and there is next to nothing doing. Wood Oil.—Seems to be rather neglected at home as prices asked by the dealers combined with the high rate of exchange are out of the question. Goatskin Rugs.—Market steady, with very little offering. Wool.—Sheeps.—Market quiet, buyers offering lower prices for supplies. Camels' and Goats.—Nothing offering.

Per steamer *Kintuck*, sailed on 1st October. For Havre:—50 bales hemp. For Liverpool:—33 packages tea, 40 bales split bamboo. For Liverpool or Glasgow:—60 cases ginger.

Per M. M. str. *Salasie*, sailed on 2nd October. For Marseilles:—339 bales raw silk, 50 bales waste silk, 402 bales pierced cocoons, 4 cases silk piece goods, 52 packages human hair, 100 packages tea, 7 cases ylang oil, 51 packages sundries. For Lyons:—316 bales raw silk. For Milan:—40 bales raw silk.

Per P. & O. steamer *Oceana*, sailed on 6th Oct. For Manchester:—50 bales waste silk. For London:—6 cases hats, 534 bales waste silk, 4,325 packages tea, 55 bales raw silk, 4 cases silk, 2 cases feathers, 5 packages private effects, 1 case albums, &c., 1 case photo frames, &c., 1 case curios, 30 bales merchandise. For London:—650 cases preserves, 1 case cigars, 10 cases private effects, &c. For Gibraltar:—1 case curios. For Marseilles:—1 case hats, 4 cases feathers, 145 bales raw silk, 54 packages tea, 5 bales human hair. For Lyons:—339 bales raw silk. For Liverpool:—74 packages provisions, &c.

Per steamer *Gneisenau*, sailed on 10th October. For Aden:—100 rolls chinaware, 25 cases preserves. For Alexandria:—150 cases cassia. For Genoa:—270 bales raw silk, 145 cases essential oil, 100 cases cassia, 50 bales waste silk. For Antwerp:—546 bales leaf tobacco, 200 bales bamboo, 20 cases bristles. For Antwerp or Hamburg:—115 cases bristles. For Amsterdam:—12 cases chinaware, 8 cases champhorwood trunks, 2 cases cigars. For Rotterdam:—3 bales leaf tobacco. For Bremen:—60 cases preserves. For Hamburg:—233 bales feathers, 150 bales cassia, 100 rolls matting, 90 bales canes, 52 cases preserves, 10 cases essential oil, 8 cases feathers. For London:—150 rolls matting. For Copenhagen:—355 bales feathers, 225 cases preserves.

EXCHANGE.

MONDAY, Oct. 15th.

ON LONDON.—	
Telegraphic Transfer	2/3
Bank Bills, on demand	2/3 1/2
Bank Bills, at 30 days' sight	2/2 1/2
ON LONDON.—	
Bank Bills at 4 months' sight	2/3 1/2
Credits, at 4 months' sight	2/3 1/2
Documentary Bills, 4 months' sight	2/3 1/2
ON PARIS.—	
Bank Bills, on demand	284 1/2
Credits 4 months' sight	288 1/2
ON GERMANY.—	
On demand	231
ON NEW YORK.—	
Bank Bills, on demand	54 1/2
Credits, 60 days' sight	55 1/2
ON BOMBAY.—	
Telegraphic Transfer	167 1/2
Bank, on demand	168 1/2
ON CALCUTTA.—	
Telegraphic Transfer	167 1/2
Bank, on demand	168 1/2
ON SHANGHAI.—	
Bank, at sight	73
Private, 30 days' sight	73 1/2
ON YOKOHAMA.—	
On demand	110
ON MANILA.—	
On demand	109 1/2
ON SINGAPORE.—	
On demand	3 1/2 p.c.p.m.
ON F. TAVIA.—	
On demand	136
ON HAIPHONG.—	
On demand	1 1/2 p.c.p.m.
ON SAIGON.—	
On demand	1 p.c.p.m.
ON BANGKOK.—	
On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	\$8.80
GOLD LEAF, 100 fine, per tael	\$46.70
BAR SILVER, per oz.	31 1/2

FREIGHT.

From Hankow per Conference Steamers.—To London and Northern Continental ports 46/- per ton of 40 c. ft. plus river freight. To Genoa, Marseilles or Havre 41/8 per ton of 40 c. ft. plus river freight. To New York (via Suez) General Cargo 32/- per ton of 40 c. ft. plus river freight. To New York (via Suez):—Tea 39/6 per ton of 40 c. ft. plus river freight. To New York (overland):—Tea G. \$1 1/2 cents per lb. gross, plus river freight. To Shanghai:—Tea and General Cargo Tls. 1.60 to 1.80 per ton, weight or measurement.

SHARE REPORTS.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending October 4th, 1906, states:—Owing to the Holidays and the Settlement the business during the last week has been very confined, and there is little of any importance to report. Banks.—Hongkong & Shanghai Banks. Hongkong quotes \$800 sellers, and the latest London quotation is £93. The T. T. on London to-day is 3s. 0 1/2 d. Marine and Fire Insurance.—Nothing doing. Shipping.—The only business is a single transaction in Shanghai Tug and Lighter Co. at Tls. 50 1/2 for Preference shares. Docks and Wharves.—Shanghai & Hongkew Wharf Co. Shares are quoted at Tls. 237 1/2 cash and Tls. 246 December. Sugar & Mining Cos.—There is no business. Lands.—Shanghai Land Investment Co. New Shares have changed hands at Tls. 55. Industrial.—Laou Kung Mow Cottons are quoted at Tls. 82, Ewoa at Tls. 76 1/2 and 77 December, Maatschappij, etc., in Langkat at Tls. 238 and 240 for October, Sumatras at Tls. 92 cash and Tls. 97 December. Stores & Hotels.—The only business reported is in A. S. Watson, Ltd. at \$13 1/2.

HONGKONG, 12th October, 1906.—Our market continues dull, and with the exception of a continued inclination to weakness we have no special feature to report.

BANKS.—Hongkong and Shanghai have been again dealt in, to a fair extent, at \$800, and although a few more shares are off ring at that rate the market is steady. Nationals are unchanged and without business.

MARINE INSURANCES.—With the exception of a small sale of China Traders Certificates at \$195 we have nothing to report under this heading.

FIRE INSURANCES.—Hongkongs remain unchanged and without business. Chinas have been in demand during the week, and the rate has risen to \$94 buyers, holders however are still firm, and only small sales have been effected at that rate: the market closes steady at \$94 buyers.

SHIPPING.—Small sales of Hongkong, Canton and Macao Steamboats have been made at \$26, but at time of closing buyers rule the market at that rate and shares continue very scarce. The two stranded steamers are not yet floated, the prospects of their being so remaining about the same as reported last week. Douglases and China and Manilas continue weak with shares offering on the market and no sales to report. Indos remain neglected, and we have heard of no sales; the latest rate from Shanghai is Tls. 54 1/2. Shells have advanced to 29s. 6d. buyers, and sales have been effected at 30s. Star Ferries remain neglected with sellers at quotation.

REFINERIES.—China Sugars remain neglected, and with the exception of a small forced sale, which need not be taken as an indication of the market, we have no business to report. Luzons continue neglected, but with a small inclination to buy at quotation.

MINING.—Raubas have been in some demand during the week, and buyers at \$9 and \$9 1/2 have not been satisfied. At time of closing buyers are willing to pay \$9 1/2, but shares are still unprocurable.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa have ruled quiet during the week, and with the exception of a few small sales at \$155 and \$154 for cash, and at \$158 and \$159 for December delivery, we have no business to report. Shanghai Docks continue to rule steady, and shares have been in request, chiefly for the Shanghai market, at Tls. 105. A few sales have been made at that rate, and the market closes rather firmer at Tls. 106.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have declined to \$108 with sales and sellers. Some Humphreys have changed hands at \$11 1/2. We have no other business to report under this heading.

COTTON MILLS.—Shanghai quotations come unchanged. Hongkongs have ruled easier, and shares are offering at the close at \$13.

MISCELLANEOUS.—Green Islands have changed hands at various rates, chiefly at \$20, \$19 1/2 and \$19, the market closing steady at \$19 1/2.

with buyers. With the exception of sales of South China Morning Posts at \$22, and of Watsons at the reduced rate of \$12 1/2, we have nothing to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$120, buyers
Banks—		
Hongkong & S'hai..	\$125	\$800, sales & sel. London, £93.10
National B. of China A. Shares	£6	\$47
Bell's Asbestos E. A.	12s. 6d.	\$7
China-Borneo Co.	\$12	\$10, sellers
China Light & P. Co.	\$10	\$10, sellers
China Provident	\$10	\$9.50, sellers
Cotton Mills—		
Ewo.....	Tls. 50	Tls. 75, buyers
Hongkong	\$10	\$13, sellers
International	Tls. 75	Tls. 67
Laou Kung Mow ...	Tls. 100	Tls. 82
Soychee	Tls. 500	Tls. 327 1/2
Dairy Farm	\$6	\$17
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$94 1/2, sellers
H. & W. Dock	\$50	\$158, sellers
New Amoy Dock ...	\$6 1/2	\$17, sellers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 106, buyers
S'hai & H. Wharf ...	Tls. 100	Tls. 237 1/2
Fenwick & Co., Geo.	\$25	\$22
G. Island Cement.	\$10	\$19 1/2, buyers
Hongkong & C. Gas ...	\$10	\$175, buyers
Hongkong Electric ...	\$10	\$144, buyers
H. H. L. Tramways ...	\$100	\$215, buyers
Hongkong Hotel Co.	\$50	\$115, sellers
Hongkong Ice Co.	\$25	\$236, sellers
Hongkong Rope Co.	\$10	\$27, sellers
H'kong S. Waterboat	\$10	\$7 1/2
Insurances—		
Canton	\$50	\$320
China Fire	\$20	\$94, buyers
China Traders	\$25	\$95, buyers
Hongkong Fire	\$50	\$327 1/2, buyers
North China	25	Tls. 87 1/2
Union	\$100	\$775, sellers
Yangtze	\$60	\$170, sellers
Land and Buildings—		
H'kong Land Invest.	\$100	\$108, sales & sel.
Humphreys' Estate	\$10	\$11 1/2, sales & sel.
Kowloon Land & B.	\$30	\$39
Shanghai Land	Tls. 50	Tls. 95, x.n. issue
West Point Building	Tls. 25	Tls. 55, n. issue
Mining—		
Charbonnages	Fcs. 250	\$450, nominal
Raubas	18/10	\$9 1/2, buyers
Philippine Co.	\$10	\$5
Refineries—		
China Sugar	\$100	\$155, sellers
Luzon Sugar	\$100	\$22
Steamship Companies		
China and Manila ...	\$25	\$23, sellers
Douglas Steamship	\$50	\$43, sellers
H. Canton & M. ...	\$15	\$25, sales & buy.
Indo-China S.N. Co.	\$210	\$74
Shell Transport Co.	21	29s. 6d., buyers
Star Ferry	\$10	\$29, sellers
Do. New	\$5	\$20, sellers
Shanghai & H. Dyeing	\$50	nominal
South China M. Post	\$25	\$22, sellers
Steam Laundry Co.	\$5	\$6, sellers
Stores & Dispensaries.		
Campbell, M. & Co.	\$10	\$32
Powell & Co., Wm.	\$10	\$9, sellers
Watkins	\$10	\$4, sellers
Watson & Co., A. S.	\$10	\$12 1/2, sales
United Asbestos	\$4	\$8, buyers
Do. Founders	\$10	\$150

VERNON & SMYTH Brokers.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

October—

ARRIVALS

- 4, Stettin, British str., from Pulo Sembilan.
- 5, Kweiyang, British str., from Chefoo.
- 5, Oceana, British str., from Yokohama.
- 5, Tuscarora, British str., from Bombay.
- 6, Aki Maru, Japanese str., from Shanghai.
- 6, Choyssang, British str., from Shanghai.
- 6, Dakota, American str., from Seattle.
- 6, Glenfalloch, British str., from Singapore.
- 6, Haitan, German str., from Coast Ports.
- 6, Helene, British str., from Swatow.
- 6, Huichow, British str., from Tientsin.
- 6, Justin, U.S. supply ship, from Chefoo.
- 6, Ras Dara, British str., from Cardiff.
- 7, Capri, Italian str., from Bombay.
- 7, Hongkong, French str., from Haiphong.
- 7, Kwanglee, Chinese str., from Shanghai.
- 7, Suevia, German str., from Shanghai.
- 8, Bombay Maru, Jap. str., from Shanghai.
- 8, Daphne, German str., from Chefoo.
- 8, Erroll, British str., from Amoy.
- 8, Gneisenau, German str., from Yokohama.
- 8, Jason, British str., from Liverpool.
- 8, Machaon, British str., from Shanghai.
- 8, Mazagon, British str., from Bombay.
- 8, Nanshan, British str., from Saigon.
- 8, Prinzess Alice, Ger. str., from Bremen.
- 8, Zafiro, British str., from Manila.
- 8, Zingara, British str., from Muroran.
- 9, Amigo, German str., from Manila.
- 9, Sexta, German str., from Haiphong.
- 9, Shaohsing, British str., from Shanghai.
- 10, Catherine Apar, Brit. str., from Calcutta.
- 10, Haiching, British str., from Coast Ports.
- 10, Ithaka, German str., from Swatow.
- 10, Merapi, Dutch str., from Singapore.
- 10, Pera, British str., from London.
- 10, Rutherglen, British str., from Newcastle.
- 10, Taikoson Maru, Jap. str., from K'otsu.
- 10, Wingsang, British str., from Shanghai.
- 10, Wongkoi, German str., from Bangkok.
- 11, Flintshire, British str., from London.
- 11, Hailan, French str., from Pakhoi.
- 11, Hongwan I, British str., from Singapore.
- 11, Hue, French str., from Haiphong.
- 11, Knivsberg, German str., from Macao.
- 11, Kwongsang, British str., from Shanghai.
- 11, Oriol, British str., from Moji.
- 11, Panther, Dutch gunboat, from Shanghai.
- 12, Amara, British str., from Manila.
- 12, Castor, Norwegian str., from Langkat.
- 12, Ceylon, British str., from London.
- 12, Ekasoni, British ship, from Manila.
- 12, Jacob Diederichsen, Ger. str., from Pakhoi.
- 12, Karin, Swedish str., from Shanghai.
- 12, Loyal, German str., from Bangkok.
- 12, Siam, Danish str., from Singapore.
- 12, Taming, British str., from Manila.
- 12, Telemachus, British str., from Saigon.
- 12, Wandsworth, British str., from Moji.
- 13, America Maru, Jap. str., from S. Francisco.
- 13, Kiangping, Chinese str., from Haiphong.
- 13, Mathi de, German str., from Haiphong.
- 13, Rajaburi, German str., from Bangkok.
- 13, Recorder, Brit. cable str., from Singapore.
- 13, Samsen, German str., from Bangkok.
- 13, Simongan, Dutch str., from Samarang.
- 13, Tientsin, British str., from Swatow.
- 13, Tripanos, Dutch str., from Amoy.
- 14, Frijhof, Norwegian str., from Aiping.
- 14, Haimun, British str., from Coast Ports.
- 14, Hanoi, French str., from Haiphong.
- 14, Kwangtah, Chinese str., from Shanghai.
- 14, Machew, German str., from Bangkok.
- 14, Massan Maru, Japanese str., from Tamsui.
- 14, Tartar, British str., from Vancouver.
- 14, Tatsu Maru, Japanese str., from Kobe.

October—

DEPARTURES.

- 5, Benvenue, British str., for Nagasaki.
- 5, Briggavia, German str., for Yokohama.
- 5, Cheongshing, British str., for Tientsin.
- 5, Ellen Rickmers, Ger. str., for Shanghai.
- 5, Haimun, British str., for Coast Ports.
- 5, Keongwai, German str., for Bangkok.
- 5, Laertes, German str., for Saigon.
- 5, Lydia, German str., for Haiphong.
- 5, Lyra, American str., for Tacoma.
- 5, Merionethshire, British str., for Shanghai.
- 5, Shoshu Maru, Japanese str., for Shanghai.
- 5, Simla, British str., for Shanghai.
- 5, Sungkiang, British str., for Ningpo.
- 6, Carl Diederichsen, Ger. str., for Hoihow.
- 6, Dagmar, German str., for Bangkok.
- 6, Hopeang, British str., for Sourabaya.
- 6, Loongsang, British str., for Manila.
- 6, Numantia, German str., for Portland.
- 6, Oceana, British str., for Europe.
- 6, Pronto, Norwegian str., for Newchwang.
- 6, Rubi, British str., for Manila.
- 6, Stettin, British str., for Shanghai.
- 6, Suisang, British str., for Calcutta.
- 6, Tamba Maru, Japanese str., for Kobe.
- 6, Volnte, British str., for Balek Papan.
- 7, Wakamatsu Maru, Japanese str., for Moji.
- 7, Chunsang, British str., for Amoy.
- 7, Derwent, British str., for Saigon.
- 7, Joshin Maru, Japanese str., for Tamsui.
- 7, Kashing, British str., for Newchwang.
- 7, Ras Dara, British str., for Weihaiwei.
- 8, Changohow, British str., for Taiwan.
- 8, Changsha, British str., for Australia.
- 8, Cheangch w, British str., for Amoy.
- 8, Helene, German str., for Quinhon.
- 8, Kanju Maru, Japanese str., for Bangkok.
- 8, Kueichow, British str., for Tientsin.
- 8, Kwanglee, Chinese str., for Canton.
- 8, Phranang, German str., for Swatow.
- 8, Progress, German str., for Tourane.
- 8, Riojun Maru, Japanese str., for Kobe.
- 8, Yangmoon, Korean str., for Foochow.
- 8, Yochow, British str., for Shanghai.
- 9, Erroll, British str., for New York.
- 9, Choyssang, British str., for Shanghai.
- 9, Glenfall ch, British str., for Amoy.
- 9, Gregory Apar, British str., for Calcutta.
- 9, Haitan, British str., for Coast Ports.
- 9, Halvard, Norwegian str., for Sourabaya.
- 9, Prinzess Alice, Ger. str., for Shanghai.
- 9, Strathmore, British str., for Pulo Laut.
- 9, Tean, British str., for Manila.
- 9, Venetia, British str., for Calcutta.
- 10, Amigo, German str., for Tourane.
- 10, Bombay Maru, Japanese str., for Bombay.
- 10, Gneisenau, German str., for Europe.
- 10, Hokuto Maru, Japanese str., for Java.
- 10, Hongkong, French str., for Haiphong.
- 10, Kowloon, German str., for Saigon.
- 10, Machaon, British str., for Liverpool.
- 10, Meefoo, Chinese str., for Shanghai.
- 10, Pitsanulok, German str., for Swatow.
- 10, Taki Maru, Japanese str., for Sourabaya.
- 11, D'Entrecasteaux, French str., for Saigon.
- 11, Koun, British str., for Shanghai.
- 11, Kosa Maru, Japanese str., for Kobe.
- 11, Mazagon, British str., for Shanghai.
- 11, Oanfa, British str., for Manila.
- 11, Sexta, German str., for Shanghai.
- 11, Suevia, German str., for Hamburg.
- 11, Daphne, German str., for Vladivostok.
- 12, Drufar, Norwegian str., for Bangkok.
- 12, Elis. Rickmers, Ger. str., for Bangkok.
- 12, Hne, French str., for Haiphong.
- 12, Ithaka, German str., for Bangkok.
- 12, Korea, American str., for San Francisco.
- 12, Loosok, German str., for Amoy.
- 12, Nanshan, British str., for Canton.
- 12, Nissin Maru, Japanese str., for Swatow.
- 12, 'era, British str., for Shanghai.
- 13, Amara, British str., for Bangkok.
- 13, Germania, German str., for Bangkok.
- 13, Hailan, French str., for Hoihow.
- 13, Taikoson Maru, Japanese str., for Moji.
- 13, Wingsang, British str., for Shanghai.
- 13, Zafiro, British str., for Manila.
- 14, Capri, Italian str., for Bombay.
- 14, Castor, Norwegian str., for Tientsin.
- 14, Dakota, American str., for Seattle.
- 14, Haiching, British str., for Coast Ports.
- 14, Hongwan I, British str., for Amoy.
- 14, Kohsichang, German str., for Swatow.
- 4, Kweiyang, British str., for Shanghai.
- 14, Kwongsang, British str., for Shanghai.
- 14, Onsang, British str., for Calcutta.
- 14, Quinta, German str., for Saigon.
- 14, Patchaburi, German str., for Hoihow.
- 14, Prometheus, Norwegian str., for Bangkok.

PASSENGERS.

ARRIVED.

Per *Oceana*, for Hongkong from Yokohama, Miss Peacock; from Kobe, Mr. and Mrs. Murray Bain, Mr. and Mrs. Edwards and infant; from Shanghai, Messrs. F. L. Hurl, T. W. Franks, K. N. Rogers, Mr. and Mrs. Moses, Messrs. Otto Becker and Crossley; for Singapore from Shanghai, Rev. P. Wood, Messrs. P. Rutter, Rosenfeld and Courand; for Bombay from Yokohama, Mr. Bell; for Sydney from Yokohama, Mr. and Mrs. Hammond; for Marseilles from Yokohama, Mr. and Mrs. Cole, Mr. Tomlinson; from Shanghai, Mr. and Mrs. Moule; for London from Yokohama, Mr. and Mrs.

Varisittarl and Eng. Lient. Pettman; from Shanghai, Mr. S. Roope, Mr. Roope, Jr., Mrs. and 2 Misses Roope, Capt. Macnamara, Private Denham, Mr. and Mrs. Hayward and infant, Miss and Master Hayward, Messrs. P. R. Perry and Mrs. Arthur.

Per *Prinzess Alice*, for Hongkong from Bremen, Messrs. Sigurd Bruu, F. Glahn and Rebecca Comer; from Southampton, Messrs. Barry Baldwin, F. Baldwin, Miss Henderson, Mrs. Castle, Messrs. R. Thomas, Geo. Grant, Helen Gordon, Rev. F. P. Joseland, Messrs. E. Joseland, B. Eustone, W. H. Evans, Fred. Scott, E. Arnold, F. Proudfoot, T. M. Lellan, E. Hoffmug, M. Ewen and Wm. Stewart; from Genoa, Dr. R. Thurnmoald, Prof. Kramer, Messrs. C. Thorne, G. Hunziker, C. W. Hahn, W. Diendt, F. D. Girott, H. Leemann, M. Penker, E. Allmann, P. Virgelmann, G. Thinden, Mrs. Stern, Mrs. Antolin, Messrs. F. Antolin and Mario Gomes; from Naples, Lieut. Larmour; from Colombo, Mr. W. J. Hutchinson; from Penang, Mr. C. K. Fulton; from Singapore, Messrs. C. Petih and J. Sellar.

Per *America Maru*, from San Francisco, Mr. and Mrs. E. Jones Hughes, three children and amah, Mrs. F. Allen, Mrs. L. Brown, Mrs. Damon, Mrs. Thompson, Mrs. L. Hading, Mrs. Marquardt, Mrs. A. E. Williams and child, Mrs. Clement Wright, Mrs. F. Odberg, Mrs. Van Buren and amah, Miss Jean Raymond, Miss B. Richard, Miss C. Merrill, Miss F. McTigue, Miss M. Taggart, Prince A. Bibesco, Messrs. Geo. M. McElfrich, Elbert C. Miller, Herbert M. Damon, Bert P. Osbon, Edward P. Thompson, Frederick S. Schow, John Marquardt, R. A. Rickard and J. S. Van Buren.

DEPARTED.

Per *Prinzess Alice*, for Shanghai, Capt. H. Roope, Messrs. C. Osborne, G. Rea, Truman, C. Cattarinich, A. G. Dullmeier, W. C. Ruska, J. H. Remedios, A. Souza, V. Roca, P. Ruska, Economou, T. A. Maher and Francisco Tse Yat, Mrs. Smith, Mr. and Mrs. F. Goetz; for Nagasaki, Messrs. John Ritchie, S. Russell, F. Fartan and Robt. C. King; for Yokohama, Messrs. C. C. Cooper, E. E. Elser, Ed. Raymond, Coombs, R. G. Grant and S. Thomson.

Per *Gneisenau*, for Hamburg, &c., Messrs. Geo. Anderson, Paul Bechert, W. O. Burt, Miss H. Backen, Lieut. Becker, Lieut. Braohmann, Lieut. Bastian, Mr. and Mrs. Loring A. Bond, Lieut. Claassen, Mr. and Mrs. J. A. David, Messrs. F. Ellinger, A. Esabhoi, Karl Ecker-mann, Mr. and Mrs. Fuller, Mr. and Mrs. Fulton, Mr. E. Fischer and family, Mr. and Mrs. S. Fried, son and governess, Messrs. S. A. Friede, M. Gat-onides, C. A. Gwynn, Lieut. Gysae, Miss E. R. Gillett, Mr. Greening and family, Messrs. Paul Haegle, Hobbie, Mr. and Mrs. Jamison, family P. J. J. van der Kolk, Mr. Tilenius Kruthof, Lieut. Keim, Mr. S. Knocker, Sub-Lieut. v. Loi, Lieut. Leohler, Rev. W. H. Mockridge, Mrs. S. C. Mansfield, Lieut. Massmann, Mrs. H. C. Norman, Dr. Fedr. Percynski, Messrs. W. Paley, S. Radenbacher, A. Rickmer, H. Ravenswaag, J. F. Raphael, J. E. Raymond, A. Rasmussen, Mrs. H. Rasmussen, Dr. Josef Stulz, Messrs. Eckermann, Sanber, Mr. and Mrs. Sutton, Mr. and Mrs. Schudel and children, Mr. and Mrs. Scott, Messrs. R. H. S. Scott, A. Schmidt, H. J. Sharples, Mrs. Smith, Lieut. Schickhardt, Lieut. Scabel, Messrs. C. Spileke, Schlegel, L. W. Winton, Mrs. White and Mrs. S. Zaid.

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